



# WINDBLOWN WITNESS

The official publication of the San Diego Region Porsche Club of America  
April 2012



**Chuckwalla Time Trial**  
*+ Autocross Instructor Day*



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# Features



## 10 Chuckwalla Time Trial: Duel in the Desert



## 06 Keeping it clean!



## 14 Instructors Day

### Inside

- 02 Board of Directors, Witness Staff
- 03 Committees
- 04 From The Hot Seat
- 08 Auto Museum Report
- 14 Event Capsules
- 26 Membership Report
- 27 Classified Ads
- 32 Advertising Index, Rates, Policy

### On the Cover



A great January day in the desert at the Chuckwalla Valley Raceway.



# WINDBLOWN WITNESS

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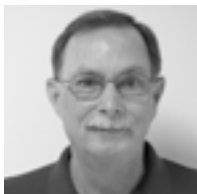
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# From the Hot Seat



By Greg Phillips,  
President

March has been a slight lull before we get busy again in April, and was slower than expected due to an unlucky St. Patrick's Day for us. The last winter storm blew through and rained out our scheduled autocross day. Fortunately, the autocross team relied on the weather forecasts and made the right decision to cancel early so no one had to stand around in the rain.

There were still several events to keep us busy. The end of February included a Zone 8 time trial at Pomona Fairplex. Although it was only one day, it was a fun event with Russell (Freakin') Shon taking TTOD. Look for a full report in the May Witness. The Last Tuesday Social was at the Butcher Shop and we had a great turnout to enjoy the excellent steaks.

March began with an Instructor's Day autocross at the Qualcomm SE lot. The autocross team and CDI's set up a very nice and fast track and the instructors were rewarded with a fun day, comparing lines and talking smack. I had Jerry Bumpus driving my 928. Except for the power, he said it felt just like his 944 :^). He did seem to enjoy the oversteer and I think a closet drifter was found. Thanks to the CDI team of Sean Molloy, Larry Bevins and Adam Gill and our sponsors of the event, Jae Lee at Mirage International and Mark & Katina Rondeau from QualiTeas.

The next Friday was filled with more instructing at a Driver's Education event held at the Auto Club Speedway infield track. Jack Miller and Robert Baizer put on another great event and all of the drivers had a great time. I instructed a father and son team in a Boxster Spyder, which gave me a pretty good core workout during the day. The following day was a Zone 8 Judges and Concours School put on by Bev Gould at TC's Garage in Vista. We were blessed with another great summer day before the storm came down the next weekend to remind us it was still winter. As I write this, we still have two events remaining in March: our Last Tuesday Social at La Bastide Bistro and our first tour, which will be to Borrego Springs to enjoy the desert flowers.

Looking forward to April, we will have our board meeting on April 4 in Point Loma with Carl Scragg and Pat Seitas, and then our next autocross on April 7 in the Qualcomm west lot. The following weekend is the Long Beach Grand Prix on April 13-15, featuring ALMS, IndyCar and Pirelli World Challenge races along with drifting events, Pro-Celebrity race and Indy Lights. It is a fun event and just a short drive north to Long Beach.

Also in April is the Zone 8 California Festival of Speed at Auto Club Speedway in Fontana. With PCA Club Racing and Enduro, Time Trials, Concours d'Elegance, Vintage open-wheel racers with HSR West, track tours, Porsche Corrals and vendor row to keep everyone happy. Plan to attend at least one of the days and if you want to be more engaged, volunteers are always welcome. Check the website for full information. We finish out the month at Filippi's Pizza in Mira Mesa on April 24 for the Last Tuesday Social.

Speaking of social events, we had a long discussion at the board meeting about new ways to engage members. One suggestion was a Saturday morning breakfast social. These have been very popular in other regions. OCR has three different breakfast meetings, called Porsches and Pancakes, Breakfast Club Board Meeting and a Krispy Kreme Gathering. They are at the same venue each month in different areas of the region and allow for more social time in the parking areas before the meeting begins.

The board is looking for venues to consider for similar meetings in our region. If you have a suggestion, please let me know. Ideally, we would like the venue to have plenty of parking and space to accommodate the extra business, perhaps with a separate meeting room. Or if you have other ideas to engage members, send me your thoughts.

I will close this month with thanks to all of our volunteers for the time and effort they put into making this club an enjoyable activity. Special mention goes out to Alexander Ehrath and Andy Arvai who are taking over as the new autocross pre-registration team and to Curt Yaws who has agreed to be the Dealer/Sponsor Liaison.

# Events: April-May 2012

## APRIL 2012

### 04 Wednesday Monthly Members and Board Meeting

6:00 P.M. Meeting  
7:00 P.M. Social hour and dinner  
\$5 donation, BYOB

Carl Scragg & Patt Seitas Home  
3343 Harbor View Drive  
San Diego, 92106

### 07 Saturday Autocross

7:00 A.M. – 5:00 P.M.

Qualcomm Stadium, West Lot  
9449 Friars Road,, San Diego, 92108

Details:  
Online at [pcasdr.net/events/upcoming/](http://pcasdr.net/events/upcoming/)

### 13–15 Weekend Long Beach Grand Prix

Details:  
Hold the date for America's No. 1 street race!

### 20–22 Weekend Zone 8 California Festival of Speed

7:00 A.M. – 5:00 P.M.

Auto Club Speedway

Details:  
The biggest Porsche event in Southern California.

### 24 Tuesday Last Tuesday Social

6:00 P.M.  
Filippi's Pizza  
(858) 586-0888  
9969 Mira Mesa Blvd., San Diego 92131

## May 2012

### 02 Wednesday Monthly Members and Board Meeting

6:00 P.M. Meeting  
7:00 P.M. Social hour and dinner  
\$5 donation, BYOB

Location TBD  
Online at [pcasdr.net/events/upcoming/](http://pcasdr.net/events/upcoming/)

### 04-06 Weekend Performance Driving School

Details:  
<http://pcasdr.net/event/sdr-performance-driving-school/half-page-ad/>

Black Forest Automotive  
8066 Engineer Road, San Diego, CA,  
United States

### 12 Saturday Rally School

9:00 A.M. - 2:00 P.M.

Details: check here for details as they are available: <http://pcasdr.net/events/upcoming/>  
<http://pcasdr.net/event/sdr-performance-driving-school/half-page-ad/>

Black Forest Automotive  
8066 Engineer Road, San Diego, CA,  
United States

### 19-20 Chuckwalla Drivers Education & Time Trial

7:00 A.M. – 5:00 P.M.

Chuckwalla Valley Raceway

Details:  
Online registration (when available):  
<http://pcasdr.motorsportreg.com>.

### 29 Tuesday Last Tuesday Social

6:00 P.M.

Joai's Tin Fish (Liberty Station)  
2750 Dewey Road #104, San Diego

For details and the latest updates, visit [pcasdr.net/events/upcoming/](http://pcasdr.net/events/upcoming/)

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# Zone 8 Hosts Concours Prep Event

*Text and Photos by Rich Fatuzzo*

On a very beautiful, sunny Saturday of March 11, about 45 attendees, a third of whom came down from the Orange County, Grand Prix and San Gabriel regions, took advantage of learning “Everything You Wanted to Know” about judging or just participating in Zone 8 Concours events. As in past years, this event was held at Tom and Bev Gould’s TC’s Garage, a facility located in Vista, and this year there were eight presenters, including a paint detail demonstration. Tom Brown, our Zone 8 Administrator, was also in attendance.

Usually, non-concours Porsche owners have a love/hate relationship with concours type events. They love to see all the beautiful cars at these venues, but hate the work involved to make a car show-perfect. While concours participants are not necessarily crazy either about all the work involved, they do love the awards given out, the admiration received from other participants and event attendees, the competitive spirit of such events, and most of all, the camaraderie of all those involved.

Although this half-day event is mainly for prospective judges, even concours participants were able to learn about judging vehicles, and the inside secrets of what experienced judges look for in evaluating the various car show categories, from the Wash and Shine division to Full Concours, and where points (usually in the 0.1 of a degree) would likely be deducted in each sub-area evaluated, and then hear from the judges about the level of deductions and why. Other show categories referenced were Street, Unrestored, and Special Category—a category for highly modified Porsches mainly used in racing events, such as Fontana and Coronado.

The event started with a welcome and excellent overview from Bev Gould and Joe Nedza. Mr. Nedza, the Zone 8 Concours Chairman, highlighted the judging categories, how someone can become a judge, the importance of judges understanding how participants are trying to get their cars to that “state of excellence,” judges respecting that they are evaluating people’s “pride and joy,” and judges needing to be consistent in judging each participant in the respective categories.

The next speaker was Mike Mansolino, who went into a detailed discussion on the Exterior judged category. This area has the most amount of points (70) and involves all exterior surfaces like coachwork, exterior painted areas, glass and mirrored surfaces, metal, plastic and rubber trims, bumper assemblies, and wheels, tires and hubcaps. Mr. Mansolino stressed that judges need to explain deductions in those problem areas that are found and show evidence to the competitor, and also state them clearly in the written comments.

Dick Douglass was the next speaker on Interior. This category is 60 points. Major interior areas for evaluation are dashboard, doors and compartments, side panels, seats, hinges and all interior sealed or glued items, including lights, mirrors and gauges. A major change this year is that areas directly under the dash will not be judged, to mainly avoid any critical wiring from being dislodged or disconnected in the judging process. Karen Nedza then presented the Storage Compartments category. This category is 45 points, and the major areas are storage compartment walls, covers, lids, molding floor coverings, batteries and tool kits, etc.

Ellsworth “Doc” Pryor, who has over 18 years of concours judging experience, was the next presenter. Doc discussed the Engine Compartment category, which is 65 points maximum and includes major sub-areas of the engine itself; All belts, sheet metal, pans and radiator, firewall and side panels, oil filter areas, and hoses, rubber and plastic items, wiring and other electric components. Mr. Pryor stressed the importance of participants cleaning all exposed areas for judging, but also paying attention to recessed areas as well.

As in past years, a highlight of the event was that Linda Cobarrubias, from the Grand Prix region, brought her two small dogs, Porsche and Sally Carrera, and occasionally each dog would bark-out some very good responses, mostly on cue, about concours judging.

Two other major event highlights were a mock judging session and a paint detailing demonstration. One of the attendee’s vehicles was chosen and each of the concours category presenters went around the vehicle showing participants exactly what they had discussed in the classroom and answering all their questions on any deductions that would be made.

The day concluded with a very detailed presentation by Moe Mistry. Moe’s presentation highlighted how to achieve a show finish. His excellent, detailed demonstration included showing on an attendee’s car what products and what applications should be used for wash, interior treatment, exterior treatment, paintwork cleaning and care, and final inspection.

As always, a big thank you goes out to Tom and Bev Gould for sponsoring this event at their facility; to Joe Nedza, the Zone 8 Concours Chairman; to all the presenters and experienced judges attending; to Moe Mistry for his excellent demonstration; to all the attendees for asking such great questions; and to Linda’s dogs, Porsche and Sally Carrera, for making this another fun concours judging event. 🐕



Bev Gould’s and Joe Nedza’s opening remarks



Mike Mansolino discusses judging Concours cars



“Doc” Pryor, fired-up talking about engine compartments



Attendees Porsches looking “showroom perfect”



The judges give this Porsche 911S a careful “once-over”



Moe Mistry detailing this black Porsche beauty



# There’s something for everyone at the San Diego Auto Museum

*Text and photos by Michael Harris*

The San Diego Auto Museum recently started offering patrons bus trips to some wonderful car collections in southern California. The latest offering was a visit to the Petersen Automotive Museum located on Wilshire Boulevard in Los Angeles. The Petersen is across the street from LACMA and the La Brea Tar Pits, along the “Miracle Mile” and a fifteen minute drive to (music please) Hollywood!

The current Petersen display is entitled “Sculpture in Motion: Masterpieces of Italian Design.” Although show car preferences are very personal, many people would agree the 1947 Cisitalia (the same company that saved Porsche by paying large sums for a Formula 1 car design) 202 Coupe by Pininfarina was not only way ahead of its time, it is one of the prettiest cars in the display. My vote goes to the 1970 Lancia Stratos HF Zero coupe by Bertone as the most bizarre design. Italian show cars included a stunning one off Pininfarina Ferrari 410 Super America, as well as designs by Ghia, Bertone, Zagato, and others. The visit also included a private guided tour by curator Leslie Kendall and a special showing of some of the cars in the basement that are not currently on display. One of my favorite cars at the Petersen is Steve McQueen’s 1956 XKSS Jaguar in British Racing Green, said to be one of McQueen’s favorite cars and one he kept until his death.

Just prior to our visit the Petersen held a three day tribute to the 1932 Ford. More than 100 of these “Deuces” were displayed, from a stock model to a full-race lakester roadster. The stocker was a five-window coupe from Oregon complete with original mechanical brakes. A true barn car. The museum took over the entire parking garage for display space and was packed with visitors.

We will pass along information about future bus tours as it becomes available.

The San Diego Auto Museum will soon feature something completely different, a display called “Steam Punk.” Executive Director Paula Brandes describes it as a display of steam cars from the 1900s customized as they might appear with modern technology. While we might think of the museum as a place to display classic cars, sports cars, hot rods and customs, the demographics of visitors are changing and younger attendees are interested in something completely different. The Steam Punk display is designed to address these interests and will run concurrent with Comic Con, the San Diego comic convention held downtown every year.


With attendance and participation continuing to rise, the museum has already been successful reaching a wider audience. As an example, the most popular long-term exhibit is the Louie Mattar 1947 modified Cadillac, complete with a variety of videos, news clips, and interviews with Mr. Mattar. In one video, Mr. Mattar explains how he bought his wife a new white Cadillac in 1947, and then six months later had a great idea to modify it as a long distance, world-record-making touring car. He talks about taking a drill to the car, and how she was so angry she would not speak to him for months. He drove the modified car from Alaska to Mexico City and cross-country from San Diego to New York City without ever stopping. To accomplish this feat, he built a trailer that held 250 gallons of gas, added an aircraft landing wheel that would raise any corner of the vehicle for an in-motion tire change, and modified the V-8 flat-head engine to allow oil changes to be done while the car was being driven. Passengers could cook, eat, sleep, wash and iron clothes, all while the car was being driven. Some of the videos show Louie and his three-man crew doing a wheel change while the fourth man continues driving. Louie was proud that his special Cadillac had 460,000 miles on it and was still going strong. You need to see the vehicle and the videos to fully appreciate this amazing man.

The woodies also remain on display. As reported in prior issues of the Witness, the museum is featuring great examples of restored woody wagons, trucks and convertibles, with graphics, placards and videos that help tell the woody story. Most of the display vehicles are made of real wood and have been fully restored. Lee Smith of East County explains how he and his wife Cathy were looking for an appropriate woody wagon to add to their collection when they located a 1953 Buick Super Estate, the last of Buick’s real wood wagons. (In later years, the Buick and other GM wagons used a faux wood made of vinyl siding that looked like wood.) The car was completely restored in their own shop, except for the paint. Mr. Lee explains the wood is original to the car except for a small, approximately 3" piece near the front door that had to be replaced. Even though the wood was original, he said that the sanding took night and day for eons to restore to its original finish. This car features Buick’s first OHV nail-head style V-8 motor, which was a huge improvement over Buick’s prior straight-eight design. The only non-stock feature to the car is the use of Buick Skylark chrome wire wheels that really make it shine. The most unusual looking car in the collection is the 1931 Ford Model A, a Boattail Speedster race car. The body is heavily varnished red and yellow cedar, weighs just 60 pounds, and was hand built at Orca Boats in Port Moody, British Columbia. It is powered by a built up 201 cubic

inch flat-head, four-cylinder motor producing 40HP. This is another car that must be seen to be believed.

Another video shows the restoration of a 1941 Chevrolet station wagon. The before picture shows the car in its “as purchased” condition, and the wood does not look too bad. Once the car is disassembled, you see how much wood rot really exists. These cars are truly works of exquisite craftsmanship. We also learn that wooden station wagons were built on a truck chassis until 1938 when Plymouth offered the first woody wagon built on an automobile chassis with auto amenities. Even high end automobile producers such as Rolls Royce, Packard, Pierce Arrow, Buick and Cadillac built woody wagons. Graphics divide the history of the woody wagon into six phases: 1) Depot hack, when very crude windowless vehicles were used to

transport passengers and their luggage to hotels or inns or ranches away from the train station where passengers were collected; 2) Station wagons, when people would be picked up at the train station (years before air travel was common) in a vehicle with extra room for passengers and luggage to be transported to resorts or hotels; 3) Steel-bodied wagons, with wood for decoration only and not as a structural member; 4) Faux wood wagons—the 1965 Dodge 880 wagon is an example; 5) Surfer wagons, when the value of the woodie was low and the extra space was great for surf boards and even offered a place to sleep in the back, but the vehicles suffered rough useage; and 6) Restored woodies, with values at \$100,000 or more.

Come to the San Diego Auto Museum to see these amazing vehicles and learn their stories. 



Ford Model A Boattail Speedster



Louie Mattar's Must-See Cadillac



A 1950 Ford woodie restoration



Mattar's 1947 Cadillac ran non-stop from NY to San Diego



# Chuckwalla: Duel in the Desert

*Text and photos by Greg Phillips*

The desert weather in January is a special treat. Even as spoiled as we are in San Diego, it is nice to enjoy the extra warmth of the desert at Chuckwalla Valley Raceway. We left Dieter’s on Friday in nice weather and it only improved as we headed east. We stopped past Escondido and picked up a few more for the caravan as Steve drove the trailer north. We stopped for lunch in Riverside and then headed east to Indio and the Best Western.

We had decided not to drive to the track to avoid the extra mileage and instead checked in and got settled, gassed up the car and extra gas jugs and then back to the hotel to get ready for registration and tech inspections. It had only been a short time since our last event at Streets of Willow and there were no significant changes in the 911SC for Chuckwalla. We did have a few new drivers, as John Payne, Jae Lee, David Quesnel and Peter Czajkowski were trailering out. Dan Andrews and Mick Rosen had brought out their early 911s, Dan with his tires stacked on top of his car. Another Dan, this one Chambers, had also brought out his 911SC. Richard Park was driving his 911 rather than his usual 914-6. Another change of pace had Jad Duncan sharing Ralph Linares’ Boxster.

After tech, it was time for dinner and we walked down to the local Mexican restaurant, El Campanario. It is one of the treats of going to Chuckwalla. The food is very good and the hand-made corn tortillas are a special treat. And the beer and drinks are not bad either. After dinner it was back to the Best Western and an early bedtime as we had an early start the next morning.

Saturday, the alarm sets us out to a long day. We have an early breakfast at the Best Western and then drive the trailer east to Chuckwalla Raceway. It is almost an hour

out to the track from Indio, and we still have to unload the car and trailer and get ready for the drivers meeting. The weather was a little cool as we left but was warming quickly as the sun rose in the sky. We had warmed up the car and were finishing up with the EZ-up as they called us for the meeting.

Jack and Robert reviewed the track and safety issues along with the flags, and then it was time to meet my student, Ryan Oehler, who was driving a Cayman. After the meeting, it was time for the red run group and Steve headed out first. The track was still cool and he was still perfecting his line. Although we were going clockwise again, it had been several months since our last visit.

After he came in, it was my turn to go out with Ryan along for the ride. The first laps were under yellow flag and when Ryan mentioned they were pointing a flag at us, I thought that was it. But as we started the green flag laps, Ryan said we were still getting flags, and I finally noted the black flag and figured out it was for me. As I slowed down to pull in and checked the rear view mirror, I noted the rear wing was askew. Apparently the screws on one side had come loose and it was only attached on one side. After being correctly reminded that I should have seen the black flag sooner, it was time to find some new fasteners for the wing. Thankfully, DQ had brought his spare nuts and bolts coffee tin and we were able to find fasteners to reattach the wing for the rest of the weekend.

After this it was time to get ready for Ryan’s green run group. He had been doing autocross events but was still new to the big tracks. The first sessions were set up with exercises and we started with ducks in a row following Steve in the 911. It had become a little complicated as there had been an oil spill and the corner workers were cleaning up a section of the track, so we were much slower through

that section under yellow. Then we split up and did passing exercises as the students were learning the track, the proper line, as well as dealing with traffic. Ryan did fine and was handling his Cayman well when the checker finally flew on the double session.

Red run group was up next and Steve was out with a warmer track and on different tires. We had mounted up the CCW 17” wheels with used Koni Cup tires for practice, but when he went out he found a clunking and vibration and had to come in early. We changed tires again and checked the wheels as Steve felt it was likely a broken rim, but nothing obvious was seen (later checking at Dieter’s showed the wheels were OK and it may have been a wheel spacer issue).

While Steve was in the pits, the rest of the group was getting busy, as Mike Gagen (CC16) led the session with a 1:58.48, with John Payne (CC16) right behind at 2:00.24, then Michael Essa (X) and Jesse Menczer (CC16) tied at 2:01.70.

I was up next in orange and we did make it out, although late and only for a few laps. Fred Yip’s new CC16 911 track car was fast and he led the group at 2:02.33, with Thomas McMillan at 2:05.49, Russell Shon’s CC11 Boxster at 2:07.77, Mark Rondeau’s CC6 944S at 2:08.89, and Mick Rosen’s CC12 911 at 2:09.00. My best lap was 2:10.52.

After a short break to cool off and hydrate, it was time for Ryan to start his lapping session. He continued to do well, hitting his apex and track markers, handling traffic, showing good car control, and slowly picking up the pace through the session.

Steve was out next in red and he was able to drop down to 2:07.18, but the rest of the big dogs in red were running quickly, as Mike Gagen was again the fastest at 1:57.21, but right behind were Jae Lee, John Payne, Jesse Menczer, and James Buck (CC14) all under 2 flat. Jack Miller (X) and Michael Essa were also quick, running best laps of 2:00.

I was out next for my last session of the morning. I had a slight improvement to 2:09, but the rest of orange had also picked up the pace. Fred Yip and Russell Shon were still the fastest, but now with Mick Rosen (CC12), Eric Monroe (CC13), Dan Andrews (CC11) , George Taylor (CC12), Don Middleton (CC10), Mark Rondeau and James Smith (CC11) all above me on the lap charts, and Dan Chambers (CC11) right behind. It looked like CC11 was going to be a popular and very fast class.

Lunch was provided by the arrival of Katina Rondeau with new baby Lydon, assisted by Cathy Young, as we took a well-deserved break under the EZ-Up. While some were out taking the track tour, I was enjoying the break.

It was soon over and it was time for Ryan’s green run group. As the group was learning the track, the pace was continuing to improve. I was working with him to try and

hit his marks and not to try to increase his speed unless he was consistently on the line and not missing the apex. He would have several good corners and then be a little off, so we would back off until he was back in rhythm.

Next up was the red run group. The drivers were feeling more and more comfortable and the pace continued to quicken, now with Jae Lee leading at 1:56.72, followed closely by James Buck, Jesse Menczer and Mike Gagen at 1:57, with Michael Essa and John Payne also under 2:00. There was another tight group with Jack Miller’s Lotus at 2:01.78, with David MacMillan, Robert Baizer, Jim Binford (CC15), Roland Schmidt (CC15) and Mike Avitt (CC14) at 2:02.54. Six drivers separated by only three quarters of a second!

Orange was up next and Steve was out running with Dan and Mick. Fred Yip was still quickest at 2:01.65, but Steve and Mick were not far off at 2:04.20 and 2:04.29, with Thomas MacMillan and Michael Brown also in the 2:04’s. George Taylor (CC12), Dan Andrews, Don Middleton and Chris Vegesack (X) were in the 2:05’s.

The next run sessions were uneventful but the times continued to drop. In red, Jesse Menczer was fastest in his GT3 RSR 4.0 at 1:56.48. Dropping under 2:00 for the first time were Roland Schmidt (CC15) and Jim Duncan (CC13). Steve had his best lap of the day and was down to 2:02.80. Special mention goes to Paul Young, although the slowest in the group he had an excellent time of 2:03.09 in his CC7 911!

My best lap of the day at 2:05.17 was in the next orange session. Michael Brown and Fred Yip were neck and neck at 2:03.47 and 2:03.49 respectively. Don Middleton and Mick Rosen were right behind me in the 2:05’s, with Russell Shon (2:06.95), and George Taylor (2:07.43). Another tight bunch was Mark Rondeau’s 944S (CC6) at 2:08.04, Mark Leonard (CC8) at 2:08.05 and Eric Monroe at 2:08.14.



Rick Slyvestri’s 1976 911



The Binford and Brown Smurfmobile “cooling down”



The last run session of the day started with green run group and I was out in Ryan's Cayman. Unfortunately, it went poorly from there. As we came around we saw a lot of dust and then we had a full-course black flag. Apparently Dan Chamber's student's GT3 dropped a wheel off and then went spinning into the tires around the corner worker's station. By the time the occupants were helped out and the car was able to be moved, the daylight was fading quickly and the rest of the session was cancelled. Dan was a little sore but otherwise OK after his wild ride.

We put down the EZ-up and packed up for the drive back to Indio. After cleaning up, it was time for another meal at El Campanario and those wonderful fresh tortillas with beer and margaritas. It was another early night as we still had another long drive on Sunday after checkout.

Another early alarm and down for breakfast and fresh waffles before driving back to the track again. It would be nice if there was something a little closer to the track. Maybe renting one of the trailers is a good idea for the next event. But no fresh tortillas. Life is all about choices.

We set up the EZ-up and warmed up the cars as we got ready for another track day. Ryan was up first in green and everyone was a little more cautious after the events of the previous day. More work on consistency and following the proper line. As they say, the best part of following the racing line is that it never leaves the track. There is a difficult path to try and improve a driver without getting them into trouble if they push too hard.

Red run group was out first. It was still cool, but warmer than Saturday. Micahel Essa took advantage of the conditions and turned the best lap of the weekend so far at 1:54.92. Steve was a little faster at 2:02.07. Jad Duncan was picking up the pace in the CC7 Boxster and turned a 2:08.38.

My first Sunday session was next. We were still running the same tires and the grip in the cool morning was good, but my best lap was still at 2:05. Fred had stepped up to a



Jim Duncan ready to go in his 2000 996

2:01.15, and was followed by Jack Fried's Lotus, Michael Brown and Eric Monroe. Dan Andrews and Mick Rosen were right behind me and were split by Bruce Blockus in his SS5 Cayman S. The Boxster brigade was shuffled as Dan Hockett (CC6) was quickest at 2:07.84, with Russell Shon at 2:08.50, Dave Hockett (CC6) at 2:09.01, and then Ralph Linares at 2:10.77. Dan Chambers was running but was stiff and off the pace to start.

Mark Rondeau was driving well, but mechanically it had not been going as well. He had replaced a power steering pump on Saturday, and on Sunday heard a noise when he started and stopped the engine. After checking the cam covers, he found the tensioner was loose and there was a missing bolt. It was finally found melted to the inside of the plastic cover. He missed the session but was able to get it finished and running again. He was not the only one with some issues, Cathy Young was stopped with flat spotted tires.

The morning went quickly and the pace intensified. In red, John Payne stepped it up and dropped down to 1:54.68. The top 8 drivers were all under 2:00. The next 8 drivers were under 2:02 with Steve down to 2:01.36. In orange there was another shuffle as Russell put on some better tires and dropped down to 2:02.98 to lead. I was stuck at 2:05.23 and just ahead of Mark Rondeau, who was pedaling his 944 very quickly now at 2:05.35, and Dan Andrews at 2:05.41. Don Middleton had improved to 2:03.66, and Mick was down to 2:04.21 after a training ride with Steve. Dan Chambers was feeling better and dropped to 2:08.57.

At lunch we changed tires for timed runs and put on the Hankook Z214, with 275/40/17 rears and 245/40/17 fronts. We were hoping for some improvement over the practice tires. After the drivers meeting it was time to find out. It seemed to be better, even with some traffic I had my best lap of 2:03.89 to lead the orange group, with Mark right behind again at 2:04.11, as he had also put on some better tires. Apparently the ancient used RA1's I had found in my garage were not as fast as new tires, although they did look better after we had scrubbed off the old rubber.

Steve just took a few laps to get the feel of the new tires and came in to get ready for timed runs. Between the warmer temperatures and drivers taking it easy, the last red run session was their slowest of the event.

But it was the calm before the storm. The fastest drivers lined up and were flagged off, and the first group was Jae Lee, Jesse Menczer, and James Buck in Porsches, with Glenn Irani and Jack Fried in Loti. The only question was their order, as they all did end up in the top 5. It was Jess Menczer in the newest Porsche, a CC16 2011 GT3 RS4.0, at 1:54.47, Jae Lee's old school CC16 1973 911 was next at 1:55.82, then James Buck in a newer CC14 1988 Carrera at 1:56.61. They were able to keep the Loti off the podium, but Glenn Irani was 4th at 1:57.39, and then Jack Fried at 1:57.43.

They were the only drivers under 2:00 in timing. Jack Miller kept the Lotus group intact as he was next at 2:00.25. Steve

turned his best lap of the weekend at 2:00.93 in the 1982 CC11 911 to just nip Mike Avitt's CC14 GT3 at 2:01.00, with Peter Czajkowski's 1975 CC11 Carrera next at 2:01.40, and Jim Duncan rounding out the top ten at 2:01.83 in his CC13 996.

After Steve was done with his laps it was time for me to get ready. After buckling in, I was waved up and got in line for my timed tuns. My tires were already warm, so I took it easy on my out lap and just tried to get a good launch onto the front straight. I accelerated down the front straight and braked late into turn 1, then back on the gas and tracking out. Up the short straight to the double apex and using all the track until coming onto another short straight. The next corners were a decreasing radius where I had tried a different line, and it seemed to be faster coming onto the next straight. Coming into the hill I tried to carry as much speed before braking and downshifting to accelerate onto the long back straight. Carry as much speed into the blind downhill and then back on the gas and into the bowl. Keep accelerating and track out wide on exit and into another short straight. Brake and turn in for the left and back on the gas and around the next left and another short straight, and then the last corner leading back onto the front straight. Try to keep speed up and on the gas early for a late apex and

down the straight to the white flag. First lap was clean and a 2:03.81. I pushed a little harder and still stayed clean, and my second lap was my best of the weekend at 2:03.56.

Unfortunately, Russell Shon and Peter Czajkowski also had saved their best for last. Peter turned a 2:01.40 to take second in CC11 and Russell had a 2:02.53. I ended up 4th in class.

In CC6, Mark Rondeau beat the Boxster brothers with a 2:03.83, with Dave Hockett at 2:06.24 and Dan at 2:07.62. In CC7, Paul Young was the winner at 2:03.20 over Rick Sylvestri at 2:06.24, Jad Duncan at 2:07.02 and Ralph Linares at 2:11.54. CC10 went to Don Middleton at 2:03.68 over Chuck Sharp at 2:09.45. In CC13, it was Jim Duncan ahead of Eric Monroe at 2:03.49. In CC15, the Smurf car ended up with no times due to transponder issues. For full results check the website at pcasdr.net.

After timed runs we packed up the trailer and headed home. Another fun Jack and Robert production. Next up will be the California Festival of Speed at Auto Club Speedway in Fontana on April 20-22. It will be 3 days of fun with club races, vendor villages, vintage racers and the time trials. Plan to drive or attend as a spectator, it is a fun event. 🏁



Ralph Linares prepping his '04 Boxter



# Scenes from Instructor's Day at the Q



Dick Schroeder's '67 911S



Mark Rondeau's #1 944S



Jackie Corwin cutting the "Toyo Tire Cake"



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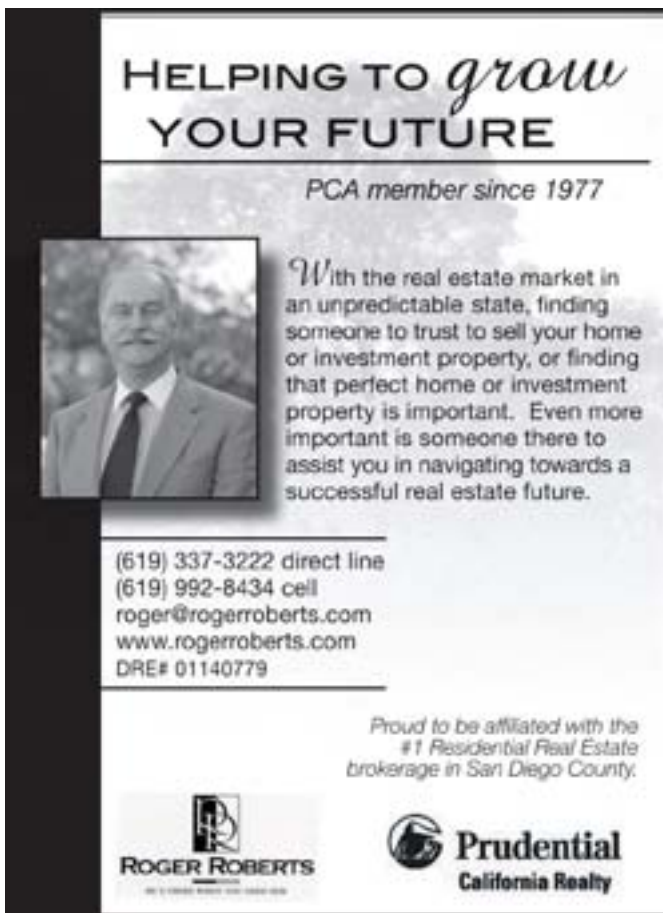
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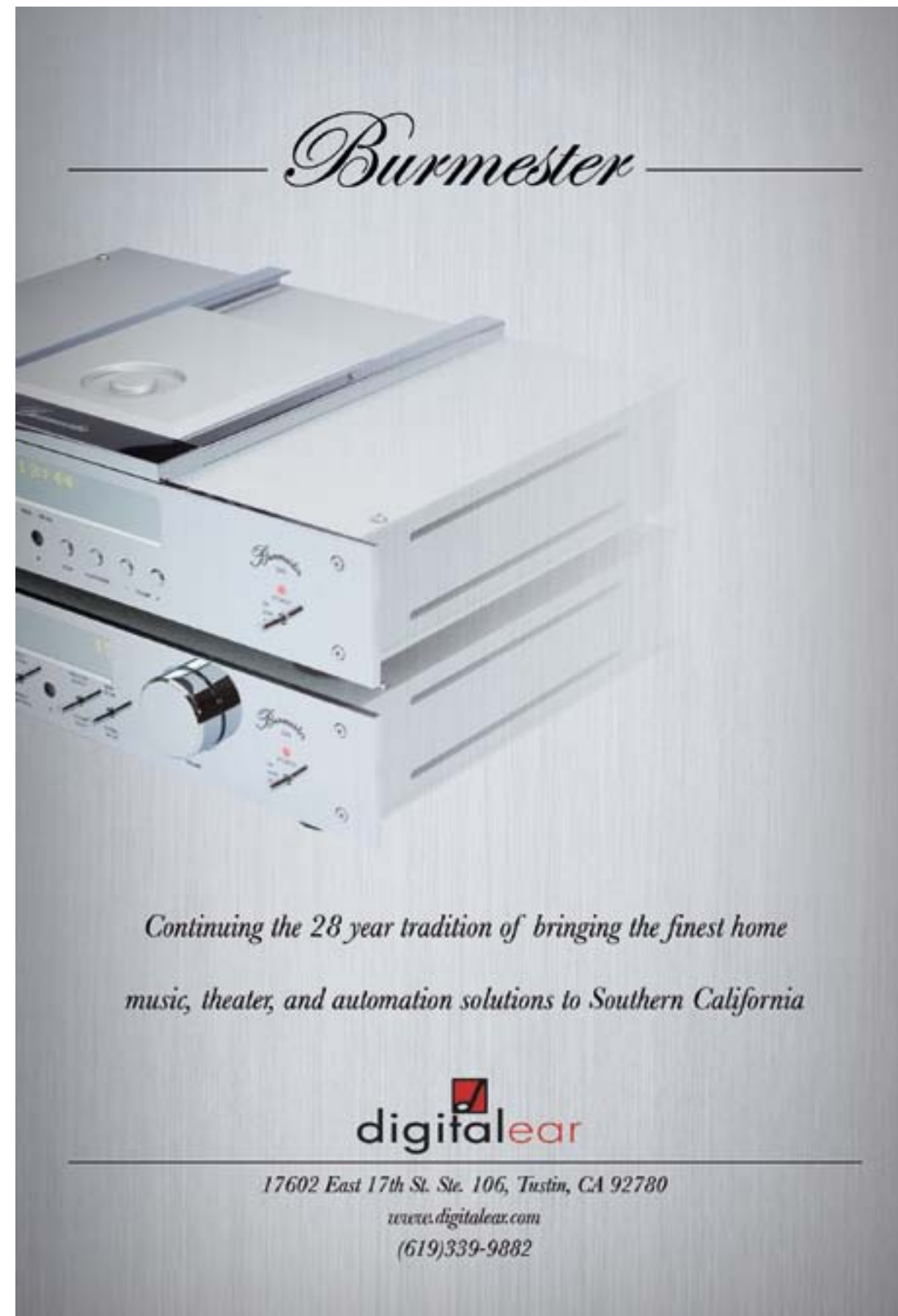
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# Membership

## New Members

Donald Billings & John Warner  
Del Mar  
2008 Carrera Cabriolet

Tim Brown  
Encinitas  
2011 Carrera S Coupe

David & Sharon Burns  
La Jolla  
2008 Carrera Coupe

Oyvind & Ingunn Carlsen  
Oslo, Norway

Bob & Ryan Collins  
San Diego  
2008 Carrera S Coupe

Prody Contreras  
Carlsbad  
2008 Cayman S Coupe

Joseph & Patricia Didomenico  
La Jolla  
1999 Carrera

Gary Dorrance & Karen Lawrence  
La Mesa  
2009 Cayman Coupe

Trent Dyrsmid  
San Diego  
2007 GT3 Coupe

Fred Hernandez  
San Diego  
2011 Carrera S Coupe

Edwin Liu  
Escondido  
2001 911 Turbo Coupe

James & Rhonda Migliaccio  
Carlsbad  
2001 Boxster

Matt Mower  
Carlsbad  
2006 Boxster

Marc Rittner  
San Dimas  
1984 944 Coupe

Moses Salgado  
Encinitas  
2007 Cayman S Coupe

David Wells  
San Diego  
1970 911T Coupe

Kerry Williamson & Mia Delcasino  
La Jolla  
1998 911 C2S Coupe

## Anniversaries

Five Years...  
Whitney Valentine  
Patrick Van Hoose  
David Warner

Ten Years...  
Breffni Barrett  
Bill Behun  
Michael Gagen  
Richard Staunton

Fifteen Years...  
Walter Barzal

Twenty Years...  
Raymond Dicius  
Joe Martinez

Twenty Five Years...  
Richard Hofland

Forty Five Years...  
Gerald Sturm

Membership for March, 2012

Primary Members:	1426
Affiliate Members:	1088
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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

**1980 911SC 142K Miles** 3rd owner; lowered, red, good condition, \$4K recent engine work. Nu Michelins \$10,000. Russ or Melissa 404 4333992 619 540 9030

**1984 Europ. Spec. 911 Carerra** 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

**1993 928 GTS** Auto., polar silver/light grey exc. cond. new timing belt &water pump, 83000mi, 38,000 (619) 429-5328

**1997-911Carrera/993Cabriolet** Avail-ability: Available Condition: Pre-Owned Miles: 74,500 Miles - Good condition w/ Hoehn service records Price: \$36,000 Seller: Chris Kimura City, State: Cardiff by the Sea, CA [Chriskimura1@gmail.com](mailto:Chriskimura1@gmail.com) Phone: 858.353.7990 Exterior Color: Black Interior Color: Black Fuel Type: Gasoline Transmission:Automaticw/ Tiptronic ShiftingSystem (858) 353-7990

**2000 911 Cabriolet** Stunning Midnight Blue optional paint with coordinated paint on console, full leather, power seats, six speed, 18 inch wheels, one owner, show-room condition, 32K miles, Pioneer serviced, kept covered in garage since new. This is a beautiful 911. \$26,900 OBO. Call Skip @ (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

**2004 911 40th Anniversary ED** Super Clean, always garaged, 38,600 miles, No.26 of 1963 made. New Tires. All the extras-X 51, Updated Nav, 6 spd, full leather, 6-Disc CD-Transferable Extended Warranty + Tire Warranty Collectable-\$35K or best. (619) 788-7172

**2005 mercedes c1500** This is the larger V-8 coupe. Sport package which includes AMG wheels. Power everything, NAV, two CD Players, silver, \$18,200 (760) 751-5436

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**2005 Porsche 997 S** One Owner, Special Ordered, Arctic Silver, Sport Seats, Sport Chrono, Bose, 6 Disc, Non-Smoker, 12,400 Pampered Miles, Never Seen Rain! (619) 972-6572

**2006 Cayenne S** Marine Blue, Havana Sand Beige, Air Susp w/PASM, Bose, 6-disc, nav, hitch, 51, XXX miles. \$29,987 (760) 845-4052

**2007 911 Carrera S Coupe** Gorgeous White/ Sand beige interior, Sport pkg, 16K miles, Excellent condition/ Nav/6 Disc/ Sun Roof/ Non Smoker, \$58K (619) 587-5802

**2008 TURBO CAB** BLACK, BLACK FULL LEATHER, 6 SPEED MANUAL TRANS, 19"ALLOYS, SPORTSEATS, CHRONO, 6 CD, DIALS WHITE, CAR COVER, CLEAR BRA, ALCANTARA EURO S/ WHEEL YELLOW STRIPE. ADDITIONAL FEATURES TOO NUMEROUS TO LIST. ONE OWNER, 10,000 MILES, GARAGED, LOCATION SAN DIEGO CA. \$100K. PHOTOS AVAILABLE

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**Immaculate 1999 Boxster** Arctic silver manual convertible with new tires, special exhaust, showroom condition, one owner 26500 orig miles. \$15000. (760) 431-9545

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**Boxster S Sway Bars - Free** front / rear original sway bars for 2006 Boxster S. FREE. Don Costello. Don@dfclaw.com. (858) 997-9961

**Hot Lap Timer** Hot lap timer - \$75.00 Mark (858) 864-3163

**Kinesis K57 - Black (986S)** Black anodized Kinesis K57's (5 spoke, 17") with offsets for an '02 986S (45/55 I think) and 7.5/9.0". Have V710's mounted. Asking \$2,500 OBO. (858) 232-3635

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**18" solid turbo twists** Nice 18" solid spoke turbo twist wheels for WB 993. Hankook Ventus V12's with low miles included. Call nick at (619) 985-6162

**Boxster Rollbar Extension Pads** BreyKrauseR9050, for '97-'03 986 Roll-BarExtension. 6061-T6 aluminum with 3/4" high density foam padding. Powdercoated black wrinkle-finish. List\$196, sell\$90. Russell rdshon@san.rr.com (858) 442-7466

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**18" Porsche OEM wheels** Sport Design wheels. Straight and true. Need paint (2) 7.5X18 et50 99636213455, (2) 10X18 et65 99636214050, 4 wheels, asking \$1200 +shipping. Escondido. Also 4 Turbo Twist wheels, excellent condition, straight and true (2) 7.5X18 et50 99336213406, (2) 10X18 et65 99336214004, 4 wheels, asking \$1000 +shipping, Escondido (619) 916-6829

**17" Kinesis Wheels & Tires** Kinesis wheels K27 VGC reconditioned, good for a 964 or 993. Plus two Hoozier R3S03 315. \$1300 android356@gmail.com (619) 275-6076

**17"Track Wheels/Tires** Four17x8.5/ET48 "2001 Boxster" wheels (lightest factory wheels@20lbs, Vgood condition) w/NittoNT-01 255/40-17tires (65%tread). Great4AX or Track (BSX/BSR"Square"setup). Fits all Boxster/ Cayman/others, email4pictures. \$950 Russell rdshon@san.rr.com 858-442-7466

**NEW 89-94 Bilstein HD LF Strut** Fits all 964/965 911, Left Front, adjustable spring perch. Part# F4-VE3-5277-HO. New In Box. \$180/obo. Russell rdshon@san.rr.com (858) 442-7466

**Victor LeMans 18" Wheels** Used set street wheels, Very Good Condition, no rash. Silver finish/ mirror lip. 8Jx18ET45/9.5Jx18ET49. Fits all Boxster/ Cayman/993/964/928/968/late944. \$750 Russell rdshon@san.rr.com (858)-442-7466

**15mm H&R Wheel Spacers (pair)** For late model Porsches, 986/987, 996/997, Cayenne. NEW, in box, includes longer wheel bolts. \$150. Russell rdshon@san.rr.com (858) 442-7466

**IPD Plenum Cayman S** Stock cayman s exhaust--no tip--\$350, stock cayman s plenum and throttle body--\$250 (760) 473-6522

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**B&M Short Shift** NEW B&M45183, changes lever ratio at transmission end of shift cable 15/30%. Fits 2002-04 996. All metal parts+hardware. List\$200, sell\$60 Russell rdshon@san.rr.com (858) 442-7466

**Parting out 93 C2** Excellent running gear, test drivable. Body damage RF fender, LR fender & bumpers Greg Smith gdsmithmd@sbcglobal.net (760) 480-6050

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

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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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# March Meeting

## PCA-SDR BOARD MEETING AGENDA Wednesday, Mar 7, 2012

**Call to Order:**  
Board members: Greg, Cathy, Terry, Leigh, Bev, Araceli, Don & Carl  
**Minutes Approval**  
**Treasurer's Report**  
**President's Report**  
EOY Awards  
Porsche Parade SLC  
Zone 8 Festival of Speed

**Zone 8 Rep:** Calendar

**Chair Reports:**  
Archivist  
Autocross: approve Andy Arvai and Alex Ehrath as AX Pre Reg Chairs  
Auto Museum  
CDIs: Instructors Day  
Charity  
Concours  
Goodie Store  
Historian  
Insurance: The Master Use Permit has been signed with the stadium through June. Secure insurance for tour to Borrego Springs  
Legal Affairs  
Membership  
Military Liaison  
Rally  
Policy/Procedures & Region Rules: Review of standing rules  
Safety  
Social  
Tech Sessions: Parade Tech session of April TT/DE  
Tours: March 31 event, Peter Dorey as added chair  
Vintage Racing  
Web Team/ eMaster  
Web/Forum  
Witness

**Unfinished Business:**  
Equipment Chair- inventory  
Dealer Liaison  
**New Business:**  
Equipment rental of radios  
San Diego Auto Show - New Year's party  
Saturday Breakfast Socials  
Survey of members  
**Announcements:**  
Thanks to Michael & Lori for hosting

**Adjournment:**  
Next Meeting: Wed. Evening, April 4

### 2012 Last Tuesday Social

#### Schedule

April: Fillipi's (Scripps)  
  
May: Joai's Tin Fish (Liberty Station)  
  
June: Wellington (Mission Hills)  
  
July: Tom Hams Lighthouse (Harbor Island)  
  
Aug: King's Fish House (Mission Valley)  
  
Sept: Pending  
  
October: Yanni's (Poway)  
  
Nov: Pending: Mexi-Cocina  
  
Dec: Pending

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## Advertiser Index

356 Services	17
All German Auto	31
Amato's Auto Body	IFC
Autos International	24
Black Forest Porsche/BMW Service	IBC
BumperDoc	16
C2 Motorsports	23
Charlie's Foreign Car	24
Designs by Ed @ The Parlour	18
Dieter's Porsche & BMW Service	27
Digital Ear	25
European Motor Sports	23
Executive Detail	18
Grand Prix Classics	22
Konig Motorsport	20
La Jolla Audio	16
Mirage International	18
Modern Image	31
Motor Works, Inc.	22
Ocean Beach Upholstery	22
Pelican Parts	24
Personalized Autohaus	18
Pickering Insurance	20
San Diego Porsche	BC
Roger Roberts, Realtor	24
SpeedZone Paint & Bodyworks	24
TCsGarage	20
Velvet Touch Wheel Services	17
Wheel Enhancement	22

---

## Special Event Flyers

SDR DE/TT Series	19
Festival of Speed	21
Performance Driving School	23

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