



# WINDBLOWN WITNESS

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



**California Race Clubs**

**+ *Fallbrook Hot Summer Nights!***

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SDR PCA Vice President Bev Gould, with husband Tom, by her 1970 911E at the Fallbrook Hot Summer Nights event

# WINDBLOWN WITNESS

## Editor

Jim Mazzola  
editor@pcasdr.org

## Photo Editor

Greg Phillips  
photoeditor@pcasdr.org  
619.429.7700

## Advertising

Richard Park  
witnessads@pcasdr.org

## Billing

Royce Ann Myrick  
witnessbilling@pcasdr.org  
619.475.1199

## Printing

GSG Print Group  
888.255.4846

## Classified Ads

Ad2Ad  
www.ad2ad.com  
classifieds@pcasdr.org

## Proofreading

Angela Avitt  
Martha McGowan  
Tom Tweed

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## San Diego Region 2012 Board of Directors

board@pcasdr.org



### President Greg Phillips

619.429.7700  
president@pcasdr.org



### Vice President Bev Gould

760.727.6068  
vicepres@pcasdr.org



### Secretary Araceli Lopez

619.787.3015  
secretary@pcasdr.org



### Treasurer Don Middleton

619.668.4822  
treasurer@pcasdr.org



### Director Terry Barnum

760.431.3575  
terry@dop.com



### Director Cathy Young

858.692.9150  
cathy\_young7@hotmail.com



### Director Leigh Rayner

760.734.4330  
leighrayner@yahoo.com



### Past President/Advisor Carl Scragg

619.226.6025  
carl.scragg@att.net

## San Diego Region 2012 Committees

**Archivist**  
Tom Brown  
619.491.0150

**Auto Museum**  
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619.295.2013

**Charity**  
Kathy Alnwick  
619.992.2439

Martha McGowan  
619.938.2697

**Concours**  
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619.787.3290  
Araceli Lopez  
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619.447.4709  
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619.575.0363

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619.938.2697

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Rules**  
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619.992.2439  
Katie Kinnering  
619.562.7161  
Katina Rondeau  
619.850.2242  
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619.447.4709

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619.850.6666

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Joe Hofmann  
Katie Kinnering  
Kaid Marouf  
Don Middleton  
Chuck Sharp

**Rally**  
Paul & Ruth Young  
rally@pcasdr.org

**Web Team**  
Webmaster/Photos  
Marc Riesenberg

General  
Tom Brown  
619.491.0150

Martha McGowan  
619.938.2697

Forum  
Mike Dougherty  
858.232.3635

Tom Tweed  
858.454.5446

Steve Grosekemper  
619.234.8106

Classifieds  
Jeff Grow  
619.972.5792

**Yearbook**  
Greg Phillips  
619.429.7700

Interested in joining  
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Chairs  
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Registration  
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Corner Working  
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Mark Bastain  
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Safety  
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Mark Rondeau  
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Tech Inspection  
George Taylor  
858.568.5840  
Tech Advisor  
Steve Grosekemper  
619.234.8106  
Timing  
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858.395.9372  
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619.994.7695  
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Chief Driving  
Instructors  
Jack Miller  
Mark Rondeau  
858.864.3163  
Jad Duncan  
Pre-registration/  
Registration  
Robert Baizer  
Equipment  
Don Middleton  
Safety  
Mike & Angela Avitt  
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Tech Inspection  
Rick Sylvestri  
760.745.4404  
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David Quesnel  
Tech Advisor  
Steve Grosekemper  
619.234.8106

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Don Middleton  
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Registration  
Robert Baizer  
Safety  
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# From the Hot Seat



By Greg Phillips

As I write this I am supposed to be getting ready for the Parade in Salt Lake City, but I really have not started yet. I did get

the 968 service done at Dieter's and the top repainted next door at Alden-Farris and it is supposed to be ready tomorrow. So at least the transportation is covered. And I do have reservations for the Little America for the week of Parade, so most of the lodgings are covered. Still have to decide on a route and decide on lodging for Friday night in St. George area before driving in on Saturday. I will be busy with photo assignments again this year along with the usual fun and excitement, so I still have to get my photo equipment ready. At least I will not be flying and trying to get all the photo gear on the plane. And I already have my Art Show entry done. Only packing and some planning left.

PCA club racing: At the California Festival of Speed this year I had the pleasure of talking with Bryan Henderson, the Club Racing Chairman, about the present status on the west coast. He was hoping to be able to have more opportunities in the West and specifically in California. Although very popular east of the Rockies, there have been fewer opportunities in the West. Although some of that is due to the presence of POC in Southern California, and to a smaller degree the PRC in the North, it is not the entire answer.

It is a chicken and egg issue—since there are only a few races, there are not many racers with PCA. Instead of the series available with POC, last year there were only 3 club races in California at Fontana, Buttonwillow and Thunderhill; in Utah at Miller Motorsports Park; and in Oregon at Portland International Raceway. Note that there were none at Mazda Raceway at Laguna Seca, Infineon at Sears Point, or Willow Springs. So far this year there have been four races, with Thunderhill, Laguna Seca and Buttonwillow sponsored by the Golden

Gate Region, and the California Festival of Speed sponsored by Zone 8. At the last board meeting we decided it was time for San Diego region to step back up and we are sponsoring the Buttonwillow Double Crown on November 3&4! In conjunction with our usual Time Trial series where the season champions will be crowned, there will also be a PCA Club Race. The details are still being finalized but you can start making plans to drive.

Krsipy Kreme & Kars: Another new event will be a social gathering on the second Saturday of each month at the Krispy Kreme Donuts in Clairemont Mesa at 4180 Clairemont Mesa Blvd., San Diego, CA 92117. The plan is for it to start at around 8:30 A.M., which should provide for fresh hot donuts. We are looking to use the parking area next to the Outback Steakhouse which is just behind the Krispy Kreme as the rendezvous point. Nothing formal and no RSVP needed. Show up for food or coffee or not, but be prepared to make Porsche friends and see their cars. It will be the second Saturday of each month, rain or shine. Hope to see you there (although I will miss July with Parade).

Breakfast Meeting: Although we have just started the morning session at Krispy Kreme Donuts, we are still looking to have another morning event, preferably in North County. If you know of a restaurant or venue that has plenty of parking and could do breakfast on a Saturday morning please let me know.

Coming Events: Although there will be no Board meeting in July, and many of us are going to the Parade, July will still be a busy month. The month is bookended with autocrosses on July 7 and July 29. There is the Kripy Kreme & Kars on the 14<sup>th</sup>, and then the Concours Prep School at TC's Garage in Vista on the 21<sup>st</sup>, and the next day is the SDR Swap Meet and Social at Chambers Motorsports in Carlsbad. On July 28 is the SDR Tech session at Porsche of San Diego for the new Boxster 981. And the Last Tuesday Social is on the last day of the month at Tom Ham's Lighthouse on Shelter Island.

Hopefully there is something for everyone. 🏁

# Events: July – August 2012

## July 2012

06 - 14

### Porsche Parade-Salt Lake City

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

## 14 Saturday

### Krispy Kreme & Kars

8:30-10:30 A.M.

Come to socialize - 4180 Clairmont Mesa Blvd., 92117

## 21 Saturday

### SDR Concours Prep

#### School

8:30–1:00 P.M.

TC's Garage, 1315 Hot Springs Way, #105, Vista, 92081

## 22 Sunday

### SDR Swap Meet

8:00–3:00 P.M.

Chambers Motorsports, 2205 Faraday Avenue, Carlsbad, 92008

## 28 Saturday

### Tech Session—New Boxster Premier

9:00–12:00 P.M.

Porsche of San Diego, 9020 Miramar Road, San Diego, 92126

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

## 29 Sunday

### Autocross

9:00–6:30 P.M.

Qualcomm Stadium, West Lot  
Details online at [pcasdr.net/events/upcoming/](http://pcasdr.net/events/upcoming/)

## 31 Tuesday

### Last Tuesday Social

6:00–8:00 P.M.

Tom Ham's Lighthouse, 2150 Shelter Island Drive, San Diego, 92101

## August 2012

## 01 Wednesday

### Monthly Meeting

6:00 - 9:00 P.M., dinner starts at 7 p.m.  
\$5 donation, BYOB  
1548 Roma Dr., Vista 92081

## 03 Friday

### Monarch School Family Dinner

5:00 - 7:00 P.M., Contact Kathy Alnwick, [imthekaps@yahoo.com](mailto:imthekaps@yahoo.com)

## 04 Saturday

### Zone 8 SDR Concours d'Elegance

7:00 a.m. - 3:00 P.M.

Shoreline Park, Shelter Island  
Details online at [pcasdr.net/events/upcoming/](http://pcasdr.net/events/upcoming/)

## 11 Saturday

### Krispy Kreme & Kars

8:30-10:30 A.M.

Come to socialize - 4180 Clairmont Mesa Blvd., 92117

## 12 Sunday

### Autocross-OCR Zone 8

at El Toro

7:00 a.m. - 5:00 P.M.  
Details, including directions to El Toro, online at [pcasdr.net/events/upcoming/](http://pcasdr.net/events/upcoming/)

## 16 Thursday

### Encinitas Cruise Night

4:30 - 8:00 P.M.

Downtown Encinitas  
Details online at [pcasdr.net/events/upcoming/](http://pcasdr.net/events/upcoming/)

## 18 Saturday

### Cars & Coffee - Autowerks Tech Session

8:00 A.M. - Noon, Body repair, do's and don'ts of car care. Start at Bad Ass Coffee, 9878 Carmel Mtn Rd., 92129.

Program moves to AutoWerks at 10 A.M., 8809 Mission Gorge Rd., Santee 92071

## 26 Sunday

### DeutschFest: New Member Welcome/Volunteer Appreciation Party

5:00 - 9:00 P.M.

German American Society, 1017 S. Mollison Ave., El Cajon 92020

See flyer on page 26 for more detail

## 28 Tuesday

### Last Tuesday Social

6:00–8:00 P.M.

King's Fish House, 825 Camino De La Reina, San Diego, 92108



# Auto Museum Report: The Ultimate Gearhead Experience

By Michael Harris

Lots of new and different things are happening in Balboa Park at the Automotive Museum. The San Diego Automotive Museum and Starburner Galactic Courier Service presents “the Ultimate Gearhead Experience: STEAM PUNK, the Exhibit!” The exhibit opened June 1 and will run to September 30. The Exhibit Reception, also known as the “League of Temporal Adventurers Society Gala,” will be held on Friday, July 13, from 8:00PM until midnight. The evening features the sad, but beautiful, songs by Eliza Rickman, while Professor Greyshade will be MC and DJ. For reservations, please telephone Faye at 619-398-0307. Cost is \$15 for guests and \$10 for volunteers. Attire is Victorian-Steampunk. Not sure what that is? Think of Captain Nemo on his submarine, or a party of English explorers searching for the source of the Nile, or picture yourself preparing to go around the world in 80 days. Use your imagination. Inclusive in the price of admission is the opportunity to see the museum’s exceptional display of Steam Punk conveyances, gadgets, and gizmos. You will also be treated to delectable light fare with non-intoxicating beverages. For those who wish to imbibe, exceptional ales and fine wines will be available for purchase.

How to describe the exhibit? An amalgamation of late 19th century (late Victorian) up to about 1920 technology, with an emphasis on steam and wind power as it might have appeared in Queen Victoria’s time if you applied some modern aspects of technology. Or to put it in the museum’s own words: “Steampunk is a genre which came into prominence during the 1980’s and early 1990’s and incorporates elements of science fiction, speculative fiction, fantasy, and alternate history. The settings are usually related to steam power and reflect the trappings of the early industrial revolution era prior to the implementation of electrical power. The term steampunk began as a tongue in cheek variant of ‘cyberpunk.’

“The Steampunk exhibit at the San Diego Automotive Museum is a clear step away from its traditional programming. In keeping with its mission to illustrate the impact of the automobile on our society, this exhibit expands the parameters and brings to life the impact that steam engines and steam technology have had. . . . For the first time ever, the Museum is incorporating clothing, gadgets, and gizmos that are not directly related to the automobile. The focus of the exhibit is innovation, and non-traditional vehicles will be presented with classic examples of early automotive engineering and design.”

Looking at art work, graphics, vehicles and display pieces that are on exhibit, as well as the “explorer’s base camp” set up in a corner of the display space, one thinks of an English expedition to the dark corners of the globe, only with modernized and futuristic gear designed by Jules Verne. The Base Camp is stocked with weapons, such as the Starburner 2000 (the gun that started it all) in rifle form, but handguns are also present. There is the “Loo Cube,” an “essential item in the inventory of any lady’s camping gear.” The actual workings of the model are better left to explanation by seeing the display itself. The Dirigible Inspection Service Craft (D.I.S.C.) needs to be seen to be believed. It consists of a chair (upholstered) attached to a motor with airscrews and fuel tank that contains a proprietary fuel that allows the device to be flown into the lower atmosphere at speeds up to 31MPH and a maximum altitude of 4,200 meters. In addition to all the items on view at the Base Camp, museum goers may also find the free “User’s Guide” helpful in locating and defining the gadgets on display. (Your scribe was unable to locate the Loo Cube in the exhibit. Perhaps it was being serviced.)

One of the most interesting of the vehicles is the modified 1909 Flying International Harvester Carryall that has a tail and wings added. These modifications make it look very much like Chitty Chitty Bang Bang. Described as the “workhorse of the sky,” it can carry up to 1,250 pounds of cargo up to an altitude of 10,000 feet. The actual specifications escape me but it is definitely worth a look. A brass and bright red 1910 Buick Model 14B Buggyabout is beautiful. Next to it is an early Oldsmobile four-passenger, two-cylinder runabout in stately green. Several motor scooter/motorcycle hybrids powered by a combination steam-electric power, such as the “Whirleygig,” need to be seen to be believed. The “Evotrope” is inspired by 19th century early animation contraptions like the Zoetrope. The Evotrope appears to be four unicycles attached to a bed frame with propeller blades filling the large vertical circular frame. Again, seeing is believing. Another imaginative vehicle created with common household items is the Hennepin Crawler. The brainchild of artist David Farish, his forte is rusty metal and junkyard castaways. The Crawler is made with rusty outdoor lawn furniture, and its four huge wire wheels shod by rubber “tires” are another example of “seeing is believing.”

For visitors who may be more grounded in conventional automobiles, SDAM has several new displays. One is a Vignale-bodied 1962 Maserati 3500GTIS Sebring coupe. The car was powered by a 3,485cc DOHC 6-cylinder engine producing 235HP at 5,200RPM operating through a 5-speed gear box. The

2+2 coupe weighed 3,042 pounds and had a top speed of 138MPH. It was the first Italian car offered with fuel injection (by Lucas). Maserati was looking for a number of sales, but the high sticker price of \$13,000 made for slow sales. The last model of the 3500GTIS was made in 1966.

SDAM has also added a 1967 Datsun SPL 311 1600 Roadster to its Japanese Roadster corner, the other being a 1990 Mazda Miata. The Datsun was built to compete with the English MG-B roadster. Datsun built a 1,595cc in-line OHV 4-cylinder motor that produced 95HP at 5,000RPM, and with car attached only weighed 1,984 pounds. The 4-speed droptop two-door sold for \$2,465, less than any other comparable sportscar sold in America at the time. Datsun advertised the car as “fun to drive” and quoted “Road & Track” magazine in its ads: “More for the money than any other sports car in its class.” The Datsun 1600 roadster won 10 SCCA National Championships over a 20-year period. Next to it is a Mazda Miata MX-5 from 1990. According to the SDAM information, Bob Hall was West Coast Editor of Autoweek and Competition Press in 1979. Hall, while in conversation with one of the Mazda R&D executives, Kenichi Yamamoto, pointed out that there were no longer any inexpensive but fun to drive British roadsters being built for sale in the United States, and suggested Mazda look into building such a car. Mazda then produced a 1.6 litre twin overhead cam engine that produced 115HP at 6,800RPM in a small sports car weighing in at 2,100 pounds with a peppy exhaust note. The car was, and is, a huge hit with the motoring public. And the cars are still sold in California to this day.

If my explanations of the Steam Punk exhibit do not make sense, come on down to Balboa Park, visit the Auto Museum and make sense of it yourself. Who knows? You may find an entirely new and fascinating world. 📷



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# Wynola Father's Day Wine Tour

By Rich Fatuzzo

On a slightly overcast June 16<sup>th</sup> Saturday morning, that eventually turned sunny and warm and a little bit windy in the mountain areas, about 100 Porsche owners, PCA-SDR members, and their guests started gathering about 8:30A.M. at the Porsche of San Diego dealership on Miramar Road. There were so many Porsche cars arriving that we filled both Porsche of San Diego lots, overflowing onto adjacent Clayton Drive. Having been the first to arrive, I helped provide “traffic control” and parking assistance. Our event host was Brenton Danieli, General Sales Manager of Porsche of San Diego, who, with his staff, greeted all arriving PCA-SDR members and guests, and graciously treated us to coffee and a wide assortment of scrumptious pastries.

Before starting this Father's Day Tour of approximately 80 miles to the Wynola Farms Marketplace, tour participants needed to sign in, receive tour directions and map, and carefully listen to “road etiquette” instructions from Dan Chambers, Tour Committee Co-Chair with Monica Bockman. Our “Prez”, Greg Phillips, was also in attendance at this meeting to lend the Board's support for the tour.

At about 9:20A.M., it was time to begin this tour, with approximately 62 Porsche vehicles, in three groups of about 20 cars each. The groups would be led by Dan Chambers, Mike Brown and Lori Chesley, with Monica Bockman mainly functioning in the role of “Sweeper” to assist anyone who lost their way along the tour route.

Dan led the first group, and I was able to “slot myself in” right behind his black 1983 Porsche SC. This position afforded me the opportunity of taking photos of those tour participants behind me, not an easy balancing act when you also need to pay attention to the road in front of you at the same time. But, at the re-grouping locations, it makes it easier for better “photo ops” for the arriving Porsche cars.

This tour was mainly conducted at a moderate pace, allowing all tour participants the excitement of doing a PCA-SDR tour, especially the two-dozen “Tour Newbies”, but not at such a pace where they might not want to participate again.

After a slow and steady start on Miramar Road, and even on I-15 S, to make sure that everyone was together, we headed onto CA-52 E, where the pace quickened and the scenery improved near Fortuna Mountain. Our group then headed south on CA-125 past Cowles Mountain and the La Mesa/El Cajon

areas south of Highway 8, where the traffic was moderate at this time of the morning. We traveled on this route for only 5 minutes and then proceeded east onto Spring Street toward CA-94 E. The scenery then improved after Jamacha Boulevard and the traffic also diminished, making this stretch of the tour more enjoyable. But the best part of this tour, for me, was Lyons Valley Road, a route I had not been on before. On this 22-mile stretch, except for an occasional bicyclist, we experienced absolutely no traffic and the scenery was magnificent, especially around Lyons Peak, Lawson Peak and Gaskill Peak. Dan again kept the pace at a moderate rate for all of us to enjoy the beauty of this South County area.



Members gathered at San Diego Porsche to start the day

Another beautiful, but short, six-mile stretch was along Japatul Valley Road, where we made a quick re-grouping pit stop just south of Highway 8, before heading onto CA-79 N. After passing Old Highway 80 and Guatay Mountain, our group stopped for a lengthier re-grouping (Porta-Potty Break) at the hiking/horseback-riding trailhead for Oakzanita Peak, near Descanso. But before the end of this break, the other two groups led by Mike Brown and Lori Chesley caught up with us, making for a great “Porsche Gathering.”

Dan's group again led the way up along CA-79 N. But, although the drive along this stretch was fun, the 2007 Fire devastation was still quite evident, especially the areas around Cuyamaca Lake, and it was “heart-wrenching” to me, having served two-terms (six years) as a Fire Board member for a rural fire district just north of Golden, Colorado in the early 1980's.

Finally we arrived in Julian just before noon. After a short scenic drive on Main Street through this rustic town, where it seemed this day was taken over by some motorcycle clubs (the nerve of those guys!), our group proceeded onto Farmers Road. After only five minutes on this road, near the Menghini Winery, we headed west onto Wynola Road, where the best section of “twisties” since those we experienced along some sections of Lyons Valley Road was evident.

Finally, after a right turn at the CA-78 W/CA-79 N intersection and a drive of less than one minute, we arrived at our final destination, Wynola Farms Marketplace, to enjoy an excellently prepared grilled chicken and vegetable barbeque, along with some famous Julian apple pie, to be washed down with some fine wine for those that paid for the wine-tasting at the Orfila Room. About a dozen of our PCA-SDR members and their guests took advantage of the 2-1 wine-tasting special offered by the Orfila Winery.

For all those who attended, especially the participants that did the whole route, this tour was most enjoyable, and the Tour Committee needs to again be complimented for their excellent planning. Many thanks also go to the Porsche of San Diego Staff for hosting the morning gathering of our club members and guests, and to the Wynola Farms Marketplace Staff for an exceptional BBQ and final meeting destination for our club. 🐦

*This Article has been written to honor all the Fathers (past, present and future), but especially is written in “Loving Memory” of my dad, Salvatore, who passed away on May 8<sup>th</sup> at the age of 98 years and 8 months (my father was the oldest member in the San Diego Region of the PCA). The article also honors Monica Bockman's father, Frank, who also passed away in May, at the age of 90 years and 1 month.*



Honoring my Father, Salvatore



Nearly 100 members and guests participated



The first group arrives at Wynola Farms Marketplace



Time to eat, drink and socialize



# Fallbrook Hot Summer Nights

By Rich Fatuzzo

Fallbrook's Hot Summer Nights, on Friday, June 8<sup>th</sup>, had everything to do with the "Hot Sports Cars" that lined up diagonally on both sides of Main Avenue for three blocks of the downtown Village Area of Fallbrook, with cars even overflowing to the side streets and alleyways. Over 220 cars were magnificently displayed on these streets, giving over 2,500 sports car enthusiasts a chance to enjoy this yearly event, and making it a tremendous success for the town of Fallbrook.

This event was coordinated by Bill Le Masters and sponsored by the Connections Networking Group of Fallbrook. Local Restaurants were open to accommodate all the participants and event attendees, and the event also included food vendors with wine and beer tasting booths. Some downtown businesses stayed open as well, and the band "Cool Rays" provided some great-sounding music.

But the best part of this event was that there were 60 Porsche cars officially counted on display. Unofficially, around every corner, there were even more Porsches, some parked 3-4 blocks away from the downtown area. So, regardless of the actual numbers of Porsche cars in downtown Fallbrook, our PCA-SDR club easily earned the "Best Car Club" participation award. The large Porsche car participation was mainly due to the great efforts of Martha McGowan and Kathy Alnwick. As in past years, Keith Verlaque took the lead in helping to park our Porsches, with some assistance from me and other club members that were willing to put our "bodies" on the line.

After the awards presentation, about 50 PCA-SDR members went to the La Caseta Mexican Restaurant, one block over from the event, to celebrate our victory with "Porsche" margaritas and enjoy some exceptionally prepared Mexican food. La Caseta, which has been serving Fallbrook area residents since 1983, means "The Little Cottage" or "Tiny House" in Spanish. The restaurant still retains a portion of the original "Cottage" that was built before 1914 and is actually part of this restaurant's architecture. In addition, there is a "giant" Eugenia Shrub (Cherry Family) in the front of the La Caseta Restaurant, one of the oldest in San Diego County.

The comments that I heard, from everyone I spoke to who attended this event, were overwhelmingly positive. So, if you missed it, make sure that you mark your calendars when future Fallbrook sports car events are announced. 📅



Tom and Bev Gould and their concours winner



Greg Phillips and Pat Corona



Fausto Meza's "Pride and Joy"



Porsches lined up as far as the eye can see



Members celebrating with "Porsche" margaritas



A 997 GTS and Boxster among many Porsches in Fallbrook



Miss Fallbrook 2012, thinking "Graduation Present"



Nice rear ends



Myrus' classic 356



# California Club Races

*By Greg Phillips*

The racing season starts early in California and this year was no exception, with the first event being run at Thunderhill by the Golden Gate Region on March 24 & 25 in conjunction with their DE and TT series. The schedule included two sprint races and an Enduro. The field was dominated by Spec Boxster along with Spec 911 racers, but winning the first sprint race was Kevin Booth in GTC4 with his 2008 GT3 and a best lap of 2:20.44 in inclement weather. Following up was Robert Murillo to take Spec 911 in his grey Carrera, just ahead of Andy Simpkinson's 71 911T Spec 911. Andrew Forrest was next, and was the first of the Spec Boxster class, beating Trygve Issacson's Spec Boxster. David Loop was next, rounding out the Spec 911 podium, with Litko Chan following to complete the Spec Boxter podium. The next six places all went to Spec Boxsters. Other class winners included Pete Altman in GTC3 and Bill Betts in GT6S. Most of the racers were from the Sacramento and Bay Area, but Mark Foley was representing San Diego Region and ended up 8<sup>th</sup> in Spec Boxster and 12<sup>th</sup> overall.

The second sprint race had a few new drivers taking the checkered flag in better weather, and Gary Willard was the winner in his white GT3R 1992 911 with a best lap of 1:56.02, beating Paul Tradelius in his GTA1-class GT3. Next was James Semien in GT1R, and then Andy Simkinson to lead Spec 911. Warren Walker was next, winning GT3R and leading Robert Murillo in his Spec 911, and then Behram Soonawalla for the third podium position in Spec 911. John Siedell was 8<sup>th</sup> to take GT6R and then the Spec Boxster contingent arrived, with the next 3 places going to Andrew Foster, David Potter and Scott Fisher to round out their podium. Rager Lai from San Diego Region was next, taking GT4R in his 911, just ahead of Mark Foley, our other San Diego racer, in his Spec Boxster, just missing the podium. The other class winners were Pete Altman in GTC3 and Bill Betts in GT6S.

The 60-minute Enduro rounded out the weekend, and the win went to Paul Tradelius in his GTA1 GT3, just ahead of Gary Willard in GT3R. Next was Robert Murillo to take the Spec 911 crown. He was followed by Warren Walker in GT3R, Andy Simpkinson in Spec 911, Scott Fisher taking the Spec Boxster crown, and then John Seidell in GT6R. The Spec Boxster podium was completed by David Potter and William Pickering, with Roger Lai rounding out the top ten and winning GT4R. The other class winners were again Pete Altman in GTC3 and Bill Betts in GT6S. Mark Foley was unfortunately a DNF.

The next stop was the California Festival of Speed at California Speedway April 20-22. This was a full 3-day event with two Club Race groups running two sprint races each, as well as a combined field sprint race and a one-hour Enduro at the end. In addition, HSR West was running their Formula cars along with the two Time Trial run groups, which is where I was running along with Steve Grosekemper.

The journey started out on Thursday afternoon as we left Dieter's. This weekend we were bringing my red 911SC on the trailer and I was driving Steve's silver 911SC. After carefully climbing over the roll cage and then getting the steering wheel back in place, I headed north on the 1-15 behind the trailer. We only hit a little traffic at the I-10 and overall made good time. We arrived at the track and checked into our garage, unloaded the trailer, and started getting ready for the weekend. The rest of Team Dieter's included Mark Rondeau, who came up with an RV towing his 944S, Ethan Dahlkamp's GT4S Boxster and toy hauler, where he and Steve would be spending the weekend, Cathy Young, who drove up later in her 911 Carrera Targa, and Ralph Linares in his Boxster, as well as Team Duncan with Jim and Jad bringing the GTB1 996.

I was staying at the event hotel in Ontario along with Cathy, driving Steve's F150 tow vehicle back and forth to the track. Friday was an early start as we had to get both the SC's ready. Steve was planning on shaking down his silver car (CC09) as it had not been tracked in a few years and he had been working on it again after it had been in storage before he bought it.

Driver's meeting was the first requirement, as Jack and Robert reviewed the procedures for the oval and safety issues. There were students, but I did not have one for this event and had a little time to shoot some pictures. The Blue club racers were out first, and that included Ethan's Boxster and Jim Duncan's 996. A hint of problems to come showed up when Roland Schmidt had a new Hoosier tire blowout on the oval, but luckily with no damage.

Following them was Steve in the Red run group. They were quickly taking advantage of the cool air and warm track, and most of the group was under 2:00, with Garry Grant's Viper at 1:50 and Jad and Jesse Menczer at 1:51. Steve was taking it easy with used tires and a suspension that needed adjustment and was at 2:03, but felt the car was doing well overall. The faster Green club racers were out next, and then it was my turn. We were running the same tires we finished up at the Pomona Time Trial with, Kumho

256/45/16 in the back and Hankook 245/45/16 up front. The car felt well initially and then seemed to lose some grip, so I came in and had Steve check pressures and the tires. We dropped a little off the pressure and I went back out and picked up the pace, getting down to 2:02 on my 6<sup>th</sup> lap, and although I had some traffic on my 7<sup>th</sup> lap, it was a 2:04 as I got the checkered flag. I continued to carry my speed down the straight and into turn 2 at 125 mph when the fun started. There was a wiggle and then a loud noise as the right rear tire let go. I was very busy trying to keep the car headed down towards the grass and away from the wall, but on video there were a couple of wide pans as the car oscillated back and forth and finally headed to the apron. I slowly continued on the apron to the inside of turn 3 and then was on an access road limping back to the pits on three-wheels when the fire safety crew came along and said I should stop, since I was trailing oil and smoking! As I stopped and got out, we could see the oil pool from the broken oil lines that the tire had damaged. We waited for the tow truck and while we were waiting, Steve arrived on the pit bicycle to check it out. They loaded the car up on the flat-bed and brought it back to the pits. The tire did not look very good as the inside sidewall was blown out and just threads of steel showing.

Steve was able to get a better look after the wheel was off, and there were several damaged oil lines from the tire flapping and the oil reservoir's paint had been taken off as if with a wire wheel. He was able to fix some of the lines, but then found some damage further up, so we needed some new lines to replace the old ones. We started a search through the pits and other suppliers and mechanics but no one had the proper AN size and fittings we needed.

While he was working on the car, he sent me out in Red Run group in his car to get some more feedback on his car's setup. I was out for just 4 laps as it was a shortened session and had a best lap of 2:05. Jesse Menczer's GT3 was picking up the pace even as the weather was heating up, and he was down to 1:48, just ahead of the Viper of Garry Grant at 1:49. The session was short because Russell Shon had lost an oil line also, but his bad luck was to have a fireball follow him as he spun off. The fire was quickly put out, but he also had some work to do after being towed in.

Over lunch we looked further afield for the proper oil lines but initially had little success with nearby parts stores. Ethan, however, had his trusty iPad out and did a Google search and found Bonaco Hoses and Fittings just up the freeway in Upland, and since it was Friday, they were open. I took the broken hoses and headed over, and within a short time they had prepared the proper fittings and I was heading back to the track. I even arrived in time to go out for my final run session in Yellow in Steve's SC. I missed

a couple of laps but had a good session, and even in the heat and traffic was able to run a 2:02. Andrew Winterbottom (CC14) and Bob Newcomer (X) were setting the pace at 1:57 for the Yellow run group. Ed McRae in his CC08 911 was also doing well at 2:01, just in front of Philip Strong's CC11 C4S.

While I had been out looking for lines, the club racers had been practicing, and then at the end of the day were running their practice starts. Their next day would be busier, with qualifying and then their first sprint race before finishing the day with an Enduro. I was just happy to survive my blown tire.

Luckily Steve was staying at the track in Ethan's trailer so he had plenty of time to finish working on the cars. I was headed back to the hotel and then off to a restaurant for the event dinner with the club race and Zone 8 officials. I was seated with Zone 8 CDI Scott Mann and his group from Las Vegas and we had a very enjoyable evening.

Saturday we were back for another early start. At the driver's meeting, the weather was supposed to be warm again and they had placed us on warm weather rules for the rest of the weekend. In addition to the usual racing, Saturday is also the busiest day for visitors. There was also a Zone 8 concours competition in the vendor's row, an autocross in the parking area as well as the Porsche Corrals and lunch time track tours. So there was something for everyone if they enjoyed Porsches.

Steve was out first for the Red run group and once again the cool morning allowed for some quick times. Jesse Menczer (1:46.56) was still ahead of Garry Grant (1:47.41) and Jad Duncan (1:48.90), the only drivers under 1:50. But there were another 20 drivers under 2:00 with Steve having his best at 1:59.91 on the high banks.

The Green club race group was up next for qualifying. Jesse Menczer (GT2R) was busy again with a best of 1:41.66 in his club race car, but this was only good for second behind Jim Walsh (GTC5) at 1:41.42. Bob Rodriguez (GTA2) turned a 1:42.60 and Bill Dawson (GT1R) was next at 1:43.17, and Doug Baron (GTC3) was in 5<sup>th</sup> at 1:43.35. Blue qualifying followed and Roland Schmidt (911SC GT4S) took the top spot at 1:51.80 with Roger Lai (911 SC GT4R) at 1:52.54, Ed Muscat (911 Carrera GT4S) at 1:53.55, Jim Duncan (996 GTB1) at 1:53.75, Cory Muscat (911 Carrera GT4S) at 1:53.75 and then Ethan Dahlkamp (Boxster GT4S) at 1:55.20.

My Yellow run group ran between the club race qualifiers, but I was only able to run a few laps in the session and my best lap was only 2:04. The X cars were at the top of our group with Roland Weedon, Bob



Newcomer, Mark Growe and Jack Miller taking the top 4 spots, and Ed McRae (CC8) was the first Porsche at 2:00.65.

Time trailers had another practice session before lunch and the tire woes continued, as Steve came in early feeling his car was not handling correctly. He checked the suspension and it was fine but the RR tire, a new Hankook was the problem. It was still holding air, but the inside belts had let loose and it was an inch higher on the inside, another failure in the making. I had better luck in my session and finally dropped under 2:00 with a 1:59.70, just behind Kris Scheussler (CC8) at 1:59.33 and Robert Keele (CC14) at 1:59.21.

After the lunch track tours it was time for the sprint races, with Blue leading off. Roland Schmidt (GT4S) started on the pole and was able to carry that advantage through the race, winning with a best lap of 1:53.28. Jim Duncan (GTB1) was able to move up and finish second, just ahead of Garret Guess (GTB1), Ed Muscat (GT4S) and Roger Lai (GT4R). Other class winners in order were Bill Lusk in J Stock, Bob Jones in E Stock, Steve Gerken in G Stock, Paul Young in D Stock, Vince Knauf in F stock and Chuck Sharp in 944 Spec.

The Green racers were next, and Jesse Menczer (GT2R) was able to move from his front row start and go on to take the race with a best lap of 1:44.16, leading Bob Rodriguez (GTA2) and John Ball (GTA1). Joseph Fan's GT2R 928 was able to move up to 4<sup>th</sup> and John Mulvihill (GTA2) was 5<sup>th</sup>. Other class winners were Jim Walsh (GTC5) Mark Anderson (GTA1), Bill Earon (GTC3), Michael Copp (GT1R), Paul Fairchild (GT1S), Shields Bergstrom (GT3R) and David Quesnel (GT3S).

The rest of the afternoon time trials were relatively uneventful. No blowouts or fireballs. The heat kept the times slower and no one was under 1:50. Russell Shon (CC11) was running well again, and Don Middleton was fast in his CC10 911. The big dogs in CC16 were at the top with Chip Romer and Jae Lee, CC13 had Jad Duncan and James Buck next, and then the CC14 contingent of Steve Anderson and Mike Avitt.

It was eye-opening to see some of the closing speeds on the oval in my run sessions. With my wing and splitter's extra drag, and a 3.2 with CIS, it took time for me to accelerate, so I was usually about 120 mph at the start-finish line and continued to accelerate, reaching my top speed of around 130 with my short gears in turn 2. The Audi R8 and Lamborghini were both much faster on the straight. I would come onto the oval with nothing behind me and then get a blue flag from the starter, look back and see one of them coming and be by me before turn 1. I would usually reel them back in through turn 2 and often be on their

tails by turn 3 when their bigger tires and brakes with ABS would be their advantage.

The last track event of the day was the Enduro. This event had a combined field with a wide range of speeds, from Loren Beggs at 1:40.65 in his GTP1 cup car to a 2:10.07 for Randy Bergum in his Spec 944. Jesse Menczer continued his success by leading Jim Walsh and Bill Earon to the flag. A lap down were Bob Rodriguez and Gregg Hodges in 4<sup>th</sup> and 5th. Loren Beggs was very fast but was a DNF on lap 6.

After the track was cold it was time to head over the 911 Design trailer where the track BBQ was taking place. Scott Mann was the MC and besides the good food and companionship, they had a very good roast for Michael Dolphin, the outgoing Zone 8 rep and also co-chair of the Festival. Nicholas Perdikaris was the winner of the tire raffle, but would not be able to use them on his Spec 944.

Sunday was a little later start, as the HSR Formula cars were out first and then the Blue group for qualifying. Jim Duncan was able to take the pole from Roland 1:51.90 to 1:52.11 with Roger Lai (154.520) just nipping Ethan Dahlkamp (1:54.522). Yes that was 0.002 between them. Chuck Sharp again led the Spec 944 contingent at 2:03.51 with John Rickard next at 2:04.04. Green qualifying was impressive, as Loren Beggs turned a 1:38.54 to take the pole and the fastest lap of the weekend. Jim Walsh (1:41.07), Bill Dawson (1:41.51), Jesse Menczer (1:41.81) and Bob Rodriguez (1:41.83) rounded out the top 5.

The Red run group was also enjoying the cooler air and track, and Jesse Menczer was again leading the way with a 1:45.48. Fred Yip was also starting to figure out his new 911 and was down to 1:49.49, with Jad Duncan right behind at 1:49.95. Steve's pace was also improving and he dropped his time to 1:57.95 in his 911SC, but Don Middleton continued to drop his time to 1:53.48. In Yellow, Ed McRae was picking up the pace and dropped to 1:58.32, and Philip Strong was down to 1:57.51, with David O'Rourke just behind at 1:57.55. I was stuck at 2:00.59, but part of the problem was the rear tires were wearing out quicker than I had planned. I had brought a new set of Hankook Z214 rears. I did not want to have to mount them up, but now would need to.

The Blue sprint race was the first of the day. Jim Duncan led from the pole but was not able to hold off Roland Schmidt, who brought home another win for the weekend. Jim was able to stay in second just ahead of Roger Lai. They were all closely matched, with their best laps only 0.22 seconds apart, 1:51.36 to 1:51.38 to 1:51.58, with Roger Lai being the middle man ahead of Jim! Ethan's Boxster followed in 4<sup>th</sup> and Steve Gerken's G Stock RSA in 5<sup>th</sup> place. Chuck Sharp continued his domination of 944 Spec.

The Green race was just before lunch and Loren Beggs finally put it all together: starting from pole, taking the win and then the fastest lap at 1:40.30! Doug Baron was next, ahead of Jim Walsh, Bill Dawson and Jesse Menczer. Bob Rodriguez was next and led the GTA2 field, beating John Ball, John Mulvihill and Carl Akins. Mark Anderson was 8<sup>th</sup> and took GTA1.

The final race of the day came after lunch and was a combined sprint format. Loren Beggs was again on the top step, followed by Jim Walsh, Doug Baron, Bill Dawson and Bill Earon. The first of the Blue group was Roger Lai in 8<sup>th</sup>, with Paul Young in 9<sup>th</sup> and Vince Knauf rounding out the top ten.

I was busy over lunch with tires. I knew that the tire distributors had been around for the weekend, but they had just left as I was looking for them. Now I needed to find a local tire shop on Sunday. Once again the smartphone worked and I found a shop a couple of miles away and headed over to mount the Hankooks. Before our final timed sessions we had the driver's meeting to discuss timing procedures. Rather than our usual 2 lap qualifying system, we would now have a qualifying session and the fastest lap would be our time. We had been divided into 3 smaller groups by our practice times and would be flagged off from fastest to slowest with a gap between each car to increase the odds for a clear lap. I had a little time as I was at the front of the final group and Steve in the middle group.

The big dogs were out first and the laps were fast and furious, with Garry Grant's ACR Viper ending up on top at 1:45.59. Jesse Menczer (CC16) continued a busy weekend at 1:46.54 for a second ahead of Jad Duncan (CC13) at 1:47.21 and Fred Yip (CC16) at 1:48.23 with James Buck (CC13) taking 5<sup>th</sup> at 1:48.90. Rounding out the top ten was Enrique Delgadillo (CC13) at 1:51.61, Jim Duncan (CC13) at 1:52.12, Roland Wheedon (X) at 1:52.89, David O'Rourke at 1:53.53, and Mike Avitt (CC14) at 1:53.70. Don Middleton just missed the top ten at 1:53.79, but it was an impressive lap for a CC10 car.

Steve went out in the next group and just turned a few laps as his tires were going off also, and he turned a best of 1:57.37 on his third and final lap, which was fast enough to take CC9. After another short wait I was heading out for my laps. The new tires were mounted but I wanted to make sure they were up to temperature and pressure before I started pushing them, so my first lap was a slow 2:04 and then I started pushing it. The fresh rubber was helping and my times continued to drop as I chased the car in front of me over the next several laps. I finally saw a 1:57 on the GPS timer and felt that was about my best, and then came in and the official time came out as 1:57.50.

After the final results were posted, I could see that CC11 was a close pack, but I ended up in 3<sup>rd</sup> behind Philip Strong's C4S at 1:56.85 and Dan Chamber's 911SC with 3.6 at 1:57.34. Unfortunately, Michael Cornelius and Russell Shon had mechanical problems and did not run for times.

CC6 went to Mark Rondeau in his 944S with a very quick 2:00.16 to keep ahead of Dan (2:00.63) and Dave (2:01.75) Hockett. CC7 had Paul Young at 1:58.50 beating Rick Sylvestri (1:59.83) and Ralph Linares (2:01.67). CC8 was Ed McRae on top at 1:57.79 to beat Michael Brown's 968 at 1:59.98. As we loaded up the trailer we looked back on the weekend and counted our blessings. Although we had a mechanical with the tire blowing out on the oval and losing the oil lines, the car only had minor damage and I was fine. We only missed a couple of sessions since we had brought 2 cars and ended up running well.

To see the complete TT results as well as the lap detail, look at the website at [www.pcasdr.net](http://www.pcasdr.net). I should also take time now to comment on the new website for online results of the practice laps as well as race results. Robert Baizer worked with his son to set up the site and the results were up and you could see them all within minutes of completion. It saved a lot of steps to view the printed results and over time will save a lot of trees and time to post. The archived results are still up at <http://zone8.pcasdr.net/cfos12.php?f=CTH>.

A week later, it was back north to beautiful Mazda Raceway Laguna Seca for a Golden Gate region event. They were sharing the track with the SCCA at their Double regional races to get access to this very popular venue. There was a very good turnout of 35 racers, with several drivers making the tow from SoCal to NorCal for the event.

Qualifying again showed an interesting mix of cup cars and GT cars, with Michael Hedlund (GTC5) on the pole with a 1:30.43, just ahead of Peter Smith (GT2R), Jesse Menczer (GT2R), Bill Dawson (GT1R) and John Nelson (GT2R). There was a large fleet of Spec 911 cars with Start Ward leading that group, and for the Spec Boxsters it was Trygve Isaacson.

The first sprint race did not have much surprise at the top as Michael Hedlund and Peter Smith held their positions to finish 1-2. Bill Dawson had his turbo running well and moved to the last podium position. Robert Murillo moved up to take 4<sup>th</sup> and lead GTC3. John Nelson, Jesse Menczer, and Dan Arespi were next as GT2R took 4 of the top 7 places. Paul Radelius was next to take GTA1. Kevin Booth just missed the top ten but took GTC4. GT3R was a tight race with Larry Heitman prevailing, just ahead of Tom Weber and Gary Willard. In Spec 911, Stuart Ward finished just ahead of Ross Merrill and Allen Wilt. Other class



winners included Steven Taty taking GT4R, Bill Lusk (J), John Seidell (GT6R), and Peter Juvet in H Stock.

The next qualifying session on Sunday still had Michael Hedlund (1:29.66) on the pole, but Jesse Menczer had swapped positions with Peter Smith and Bill Dawson was still in 4<sup>th</sup>, but now with Paul Camusi moving up to the 5<sup>th</sup> spot. GT3R was another close group with Larry Heitman (1:36.56) leading Gary Willard, Tom Weber and Chris Murray. Allen Wilt took the Spec 911 lead and Scott Fisher led the Spec Boxster brigade.

When the race went off in the afternoon, it was Michael Hedlund making it a sweep for the weekend. Jesse Menczer moved up to take GT2R, with Bill Dawson next in GT1R and then Dan Aspesi in GT2R and Paul Tradelius winning GTA1. GT3R had a tight race with Gary Willard staying out in front of Tom Weber the entire race as they finished separated by 0.6 seconds, with Warren Walker ending up in 3<sup>rd</sup> place. Ross Merrill finished in 12<sup>th</sup> to take Spec 911 and was followed by Andy Simpkinson, Behram Soonawala, Allen Wilt, Bill Ward, Chris Wedekind and Kirk Millet, who finished as a pack taking 16<sup>th</sup> to 22<sup>nd</sup>. Spec Boxster went to James Koning in 25<sup>th</sup>, just ahead of Doug Boccignone. Several hard fought races went on through the entire race and to the checkered flag.

The Spring Swing of California Club races ended at Buttonwillow Raceway Park over Memorial Day weekend with Golden Gate Region hosting the Club Race and Time Trial. Although this year's event was not a Zone 8 event as it had been the past couple of years, several San Diego region members did attend, even though it was the weekend after our Chuckwalla event.

Steve and I trailered up on Friday morning. We were lucky with traffic and arrived at the track in the mid-afternoon. The Central Coast Region had a DE with a Test and Tune event and the track was busy as we arrived. Unfortunately, we had not signed up early enough to get a garage, so we were setting up the trailer and EZ-Up on the back road between the gas pumps and the timing tower when Chuck and Debby Sharp arrived and set up behind us. They were sharing their Spec 944, with Chuck doing the Club races and Debby the TT, while also handling the timing duties for the TT. Also attending from San Diego were Roland Schmidt in his black GT4S 911SC, Mark Foley with his Spec Boxster and Vince Knauf in his F Stock 944 Turbo S.

The weather was a complete change from the Chuckwalla heat, and we had a sprinkle of rain as we were getting ready for tech inspection. It passed quickly but there were still plenty of clouds and some wind, with cool temperatures in the 70s. After tech inspection we closed up and headed back to Buttonwillow to check into the motel. Although small,

the room was clean and neat and we were soon at the Willow Ranch for BBQ dinner with the Sharps before turning in for an early start the next day. Saturday we were up early for breakfast and then off to the track. We prepped the car and got the EZ-Up open, and I checked the safety equipment and ambulances as the medical liaison before heading in for the driver's meeting. GGR reviewed the safety and flags procedures, as well as the passing zones for the time trial groups. Steve was assigned to Red, where they were running the enhanced passing rules for the weekend. I would be out in Green, but the student Yellow group was out first. Many were already on the grid, but it still took a few minutes before they were flagged off.

I was up next in Green and I buckled up and headed out to the grid. We were running the 17" Hankook Z214 tires we used at Chuckwalla with 245 front and 275 rear tires. After a short wait on the grid we were waved off and headed out on the track. The weather was clear and still relatively cool as we took our yellow flag laps and then got the green. There was a little traffic to clear and then I had some open track to start picking up the pace and was down to 2:14 for a few laps until I caught up with lapped traffic and then got my checkered flag. Steve was out next in Red and he had a good session with his times coming down after the yellow flag laps.

The Club racers were up next for their practice and then the morning continued with the time trial groups before the racers had their qualifying session. Warren Walker (GT3R) took the pole at 2:03.18 in front of Roland Schmidt (GT3S) at 2:05.75. Mark Foley's Spec Boxster was in front of a tight group with a lap of 2:10.47, then John Seidell's GT6R 914/4 at 2:10.64 and then the Spec Boxsters of Jim Lane (2:10.708), David Potter (2:10.712) and then Scott Fisher at 2:11.36. Rounding out the top ten were Philip Blackstone (I), Kenneth Park (Spec 911) and Andrew Forrest (Spec Boxster).

Before lunch I picked up a new assignment. I had not been assigned a student, but one of the instructors was not feeling well and so I picked up the slack and went out with my student Andre Boule in Yellow run group. Andre was relatively new but was doing well, after getting his spin out of the way in his first session (with the previous instructor). He followed the line well but was slow getting back to the throttle in the corners and was coasting some. After his session it was my turn and Andre decided to ride along. The session went well as I tried to give a good example with the line and speed. We did hit some traffic but overall had a clear track much of the time before getting our checkered flag.

After lunch the Club racers had a session for practice starts and then a fun race to end the session. After lunch I had a new student, Todd Winstanley, who was

driving a Honda S2000 CR. He had been doing well in the morning sessions and was ready to continue with his driving education. We were flagged off and headed out onto the track. He was picking up the pace quickly and was kept busy passing many of the other cars in the group. He was catching up to a Honda Civic Si but found it took him some time to reel it in. He was faster under acceleration, but the Honda did well through the corners, and was often faster out of the corners as the gap waxed and waned until he finally got a point-by. It was a good education for him to see a heavier, less powerful car pull away through the corners.

After his session he came along to ride in my session. Steve had switched the front tires to a set of 245/45/16 Hankook Z214 on the 944 8" Fuchs, as the 17" tires were losing grip. In this session I was again working on getting back to the throttle out of the corners and carrying more speed through the apex. We had a little more traffic in this session, but usually there was a prompt point-by and we were running clear again. After Steve's session in Red, it was time to take the Honda out again. Todd continued to improve as he could see the gains when he was not coasting but getting back onto the throttle early in the corners. He continued to work through traffic and found catching the Honda Civic to be a little easier this session.

The first sprint race was up next. At the drop of the flag, Roland Schmidt on his R6 Hoosiers was able to get past Warren Walker, but was not able to stay ahead, as Warren's slicks warmed up and he pulled away as his grip improved. They ended up 1-2 with Philip Blackstone (I) following for the podium. John Seidell pushed his 914-4 and took 4<sup>th</sup> ahead of Andy Simpkinson's Spec 911. Rounding out the top ten were Mark Foley for the SPB win ahead of Jim Lane and Scott Fisher, with Michael Cullinan's SP911 and Trygve Isaacson's SPB to follow. Other class winners were Chuck Sharp in Spec 944, Vince Knauf in F, Paul Friedman in GT5S and Paul Betts in GT6S.

We had one more TT session each before the track went cold. The order was reversed at the end, so Steve was out first and my session was last. Steve was able to get clear of his traffic on the first lap and had a few clear laps before catching lapped traffic. My session started out well. I had hot tires and was able to clear much of the traffic on my first lap and pick up the pace, getting down to 2:14 as I was able to carry more speed through Riverside and up through the Esses. Unfortunately I had some problems with traffic. I caught up with a car in Riverside and he pointed me by as he pulled to the right after the turn-in to Phil Hill and I passed him before the braking zone at the top. When I came by start-finish I was given a black flag and again at Riverside corner. I pulled off and went to the black flag station.

Although that area was marked as a passing zone on the pre-event PDF, it apparently was not listed as one

during the driver meeting, and I was asked not to pass there anymore and pointed back on the track. The rest of the session was uneventful and I took the checkered flag to end the day.

As I went to the instructor's meeting, Steve went over the car and checked the brakes and engine and got ready for Sunday. After the student review (and beers) we signed up for the time trial and gave them a time estimate. Next I was back in the paddock where we took down the EZ-up and headed back to the motel. GGR was having a catered dinner, but we were ready for more BBQ at the Willow Ranch. After dinner we did a little video review and then turned in.

Sunday we were able to sleep in some as there was no driver's meeting. After the continental breakfast we checked out and headed to the track. I had no students today but was up in Green. It started out fine as I followed a GT3 around for the first lap until the tires warmed up and we picked up the pace on the second lap. We caught up with a 944 at Cotton corners and followed him through Bus Stop, and then he pointed the GT3 by on the outside at Riverside. Then it got exciting as the GT3 went wide and dropped his outside wheels in Riverside! He got back on track and finished passing on the outside through Riverside. I stayed behind and followed the 944 until I got a point-by on the front straight. I was able to catch the GT3 and then he pointed me by on I-5. The next few laps were clear and in the cool air I was able to pick up my pace. Using some of the tips from video review, I was down to 2:12 before getting caught up in traffic again. The next sessions did not go so well. I had an off in Star Mazda. I had just passed a GT3 and carried too much speed (and was a little offline) and got sideways on the exit. I caught it, but I had to drive off the outside of the corner. Another stop at the black flag station and the rest of my session went well. Steve apparently did not want me to feel badly about my off, so he had one of his own. He had been running quickly and just finished a 2:06 when he tried to carry too much speed into Sunrise and spun off across the track and into the fine Buttonwillow dust. After his trip to black flag he also finished safely, but we needed some cleanup from the dust.

After that excitement, it was time for the second sprint race. The drivers were starting to know each other and it became an interesting race. Roland Schmidt (GT4S) again took the lead from the start, but this time he was able to hold on, at least for a while. For several laps he would lead Warren Walker (GT3R) out of Sunset and onto the front straight. Warren drafted much of the straight and then pulled out and alongside but was out-braked by Roland into Sunrise. Roland held him off through the entire lap and then it was replayed on the front straight again until the middle of the race when Roland finally made a mistake and locked up his brakes, letting Warren through. Warren was able to pull away with a clear



track, which was fortunate, as he also ran wide at Sunset and dropped a wheel, but held on for the win ahead of Roland and Philip Blackstone in I Stock. Behind them were several interesting races. In Spec 911, Michael Cullinan was able to stay ahead of Kenneth Park and Andy Simpkinson. Spec Boxster was a train of 5 cars as Jim Lane held on for the win. Scott Fisher was chased by Mark Foley throughout the race but he was not able to get by, even with Mark taking a dirt line through Bus Stop. Andrew Forrest's Spec Boxster rounded out the top ten, and William Pickering's Boxster was right behind. In Spec 944 Chuck Sharp took 12<sup>th</sup> ahead of Nicholas Perdikaris and Randy Bergum.

Sunset corner was a busy area with several offs and photo opportunities, including James Koning's Spec Boxster which had him tracking wide and spinning back to the inside and ended up looking back at Chuck Sharp's 944 before he was able to get turned back around. The final lap was also exciting for Joseph Bajo, as he also went dirt-tracking through Sunset before getting back on track and getting his checkered flag. After the race was another set of time trial sessions. I would like to say they were uneventful, but I can't.

My session went well, but Steve missed his braking point at Star Mazda and ended up locking the front brakes and we now had a large flat spot. Not a big deal, except those were the tires we were expecting to use for timed runs. We looked on the trailer tire rack and decided that our best option, although not ideal, was a set of mismatched 245/45/18 Hankooks. We had planned to use these as rear tires because they were so tall, but now we went to plan C. We mounted them up over lunch and would check pressures and fit in the final practice sessions.

After lunch was the club race Enduro. Although the field was smaller than the sprint races, there was still a lot of dicing through the pack. Warren Walker was setting the pace and running well, but he had an unfortunate off and was a DNF at about the 50 minute mark. That opened up the race, and the Spec 911 field stepped in with Kenneth Park taking the win over Philip Blackstone (I). Andy Simpkinson (SP911) and Simon Peck (SP911) dueled right to the end but Simon ended up 3<sup>rd</sup> ahead of Andy. Fifth place went to John Seidell (GT6R) who had his 914/4 running well all the way to the flag. Mark Foley improved his weekend by winning the Spec Boxster class ahead of Andrew Forrest and James Koning. Vince Knauf and Mike Mulligan rounded out the top ten to take F stock just ahead of class winners Chuck Sharp in Spec 944 and Paul Friedman in GT5S.

After the race we had the final practice sessions that had been combined. Steve went out first and checked the tires then came in to the hot pits where I was

waiting to check pressures. We adjusted them and he took another couple of laps and then came in. I was now out to get a feel for the grip from the new tires before the timed runs. Between the warmer track temperatures and different tires, I was slower, but the car felt well balanced and I came in after a few laps.

After a short wait it was time for the timed runs. Steve was in the first group and he planned to defend his TTOD honors from last year. His laps were clean and his best was a 2:07.91. After he finished it was hot swap in the grid and get in line. After another short wait I was flagged off, the tires were still warm and I was able to move out quickly on my warm-up lap. I tried to carry more speed through Sunset and onto the front straight to the green flag. Both laps went cleanly and I finished with a 2:15.63. As we were loading up for the trip home, the last of the drivers were finishing their timed runs, and then Chuck Sharp came by with the bad news: T Andrew Winterbottom (FUN) had just nipped Steve with a 2:07.83 in his GT3. Next were Andrew Seligson (TT5), Dan Lofgren (TT7), Craig Lisowski (TT6), and John Tavernetti (TT7) Jussi-Pekka Mantere (TT2) was 7<sup>th</sup> and set a new track record at 2:11.00 with Rodrigo Sales (TT8), Walter Nilsen (TT8) and Mike Hickey (TT5) rounding out the top ten. Craig Booth (FUN) just missed the top ten at 2:13.08 and I ended up in 16<sup>th</sup> place overall. For full results check the GGR website at <http://www.pca-ggr.org/node/1908>.

This was to be the last stop for the California Club Races, but in the following week, the San Diego Region Board decided to add another race. In conjunction with their scheduled Time Trial event November 3&4, it would now be the Buttonwillow Double Crown event with PCA Club races and Zone 8 Time Trial champions to be crowned. Keep an eye on the SDR website at [www.pcasdr.net](http://www.pcasdr.net) for the latest details.



Club Race grid with Roland Schmidt & Chuck Sharp



Steve Grosskemper readies for Buttonwillow



Pete Siemen's 993



Andrew Seligson's GT3 heads out on the track



Joseph Bajo's Spec 911



Lamar Potts coming off track



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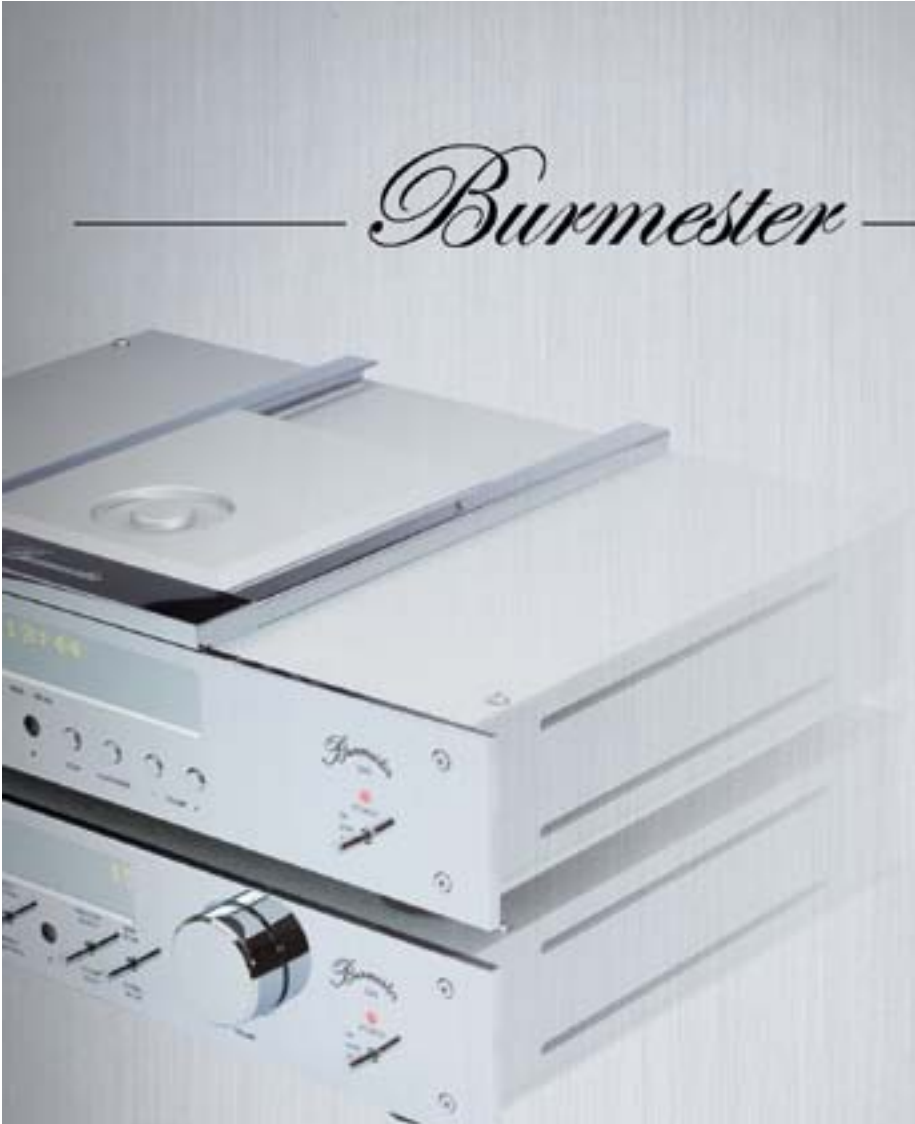
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**1999 Carrera 4 All Main. Recs.** San Diego Car, 6 speed, 60K mile main. done, 68,000 miles, Forrest Green, Biege interior, new tires, \$19,500 (858) 578-8856

**2000 911 Cabriolet** Stunning Midnight Blue optional paint with coordinated paint on console, full leather, power seats, six speed, 18 inch wheels, one owner, showroom 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

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**'88 924S 944-SPEC** 10.2:1 engine, short 5th, pro cage, custom paint, fully prepped. \$8500 obo, or \$9500 with spares. 714-798-5835

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**Nt01 tires + rims** 255/40/17 and 225/45/17 nitto nt01s on 911 offset rims. 1 heat cycle. fits carreras/sc. \$1k obo. 714-280-3608

**20" Cayenne Wheels/Tires** 20" Rinspeed R5 wheels with new(<800mi) Hankook Ventus AS 275.40R20 tires. \$2000 (760) 598-8118

**Boxster Parts for Sale** 2000 Boxster Exhaust System, Air Intake Box & 2008 Boxster S rear taillight lenses. Ted Witte. Click on link: http://www.mastersdiving.org/Boxster/parts.htm (619) 985-7360

**928 Parts** Factory Workshop Manuals – 9 Volumes; Factory Parts Catalog '87-'91; Factory Service Information Technik – 6 Volumes; California Car Cover Co. Noah Cover for S4/GT with rear wing; All new or like new; Rear Muffler Bypass-new/never installed; Don Anderson, dladds71@yahoo.com (619) 469-1249

**Sebro Fr Rotors Caymn-Boxster** (2005-08) New \$152 priced \$120 been on car few hundred feet realizing they were not for the S (760) 840-8832 aehrath@hipergames.com

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**Boxster S 987 OEM Springs** 2006 Boxster S Springs. Less than 30k miles. \$100. jmsugerman@gmail.com Jerry (858) 229-9088

**Front Seats (2) 996** OEM 996 black leather seats with power backs. Beautiful condition. jmsugerman@gmail.com \$600 Call Jerry (858) 229-9088

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

**15" Wheels and tires** (4) new 205/50/15 R rated Falken Azenis mounted on 7" Porsche Cookie Cutter rims, off a 944 \$700 TJ (858) 792-4690

**924 / 944 bolt in roll cage** Autopower. Used but in good shape. Leave message. \$550 TJ. (858) 792-4690

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

**Eibach 2.5" Coilover Springs** 6"Lx2.5"ID. 2-450lbs, 2-500lbs. Good condition, hardly used. Boxster Spec Racing setup. Includes top hats for Boxster PSS9s. \$200 Russell@lightningmotorsports.us (858) 442-7466

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

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

**Wanted 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

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

**WTB: Boxster third brake light** oem/ stock red center rear trunk 3rd brake light. (619) 302-2136

**WTB: Forgestar F14 18" or 19" wheels** for boxster 986, or boxster/cayman 987 offsets. Preferably titanium silver or gloss black. (619) 302-2136

**WTB: Muffler/Exhaust Boxster S** from 2003-2004, twin tip stock exhaust/ muffler. Thanks! (619) 302-2136

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# Membership

New Members	Don Poindexter El Cajon 2010 Panarama Sedan	Anniversaries	
Gary Bedoni San Diego 2006 Cayman S Coupe	Ben Ringo San Diego 2006 Cayman S Coupe	Five Years...	Twenty Years...
Ray Buhr & Heidi Rohde Lake Elsinore, CA 2001 986 Cabriolet	Matt Santora San Diego 2006 997 Cabriolet	Anthony Galati Robert Rohrer Jill Shapira-Norcross Myrna Sonstein Jerry Trammer	Jeff King Phil Schneider
Paul Corey Del Mar 1999 996 Coupe	Omeed Toma El Cajon 2000 Boxter Cabriolet	Ten Years...	Thirty Years...
David Green & Karen Sparks Leucadia 2008 GT3 Coupe	Smed Wagner & Gayle Wakefield San Diego 1961 356 B Roadster	Tom Allanson William Burley Jackie Corwin Bill Hartsock Kevin Morse Larry O' Rourke Jeffrey Schmidt Russell Shon Kevin Wilson	Steven Hall
Greg Houlgate Carlsbad 2004 Cayenne S SUV	Bruce Wing & Cindy Wing San Diego 1990 911 Coupe	Membership for June, 2012	
Eduardo Moragrega Rancho Santa Fe 2012 911 Coupe	Jay Wurtzler San Diego 2010 Panamera 4S Sedan	Fifteen Years...	Primary Members: 1438 Affiliate Members: 1087 Total Members: 2525
		David Le Sage Clark Smith	



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Aug: King's Fish House (Mission Valley)

Sept: Avenue 5 (Banker's Hill)

Oct: Yanni's (Poway)

Nov: Mexi-Cocina (Poway)

Dec: No LTS so join for Breakfast With Santa on Sat Dec 16 at Miguel's Cocina in Old Town

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