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



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+ SDR Porsche Driving School

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A scene from the Willow Springs
Time Trial (see page 12)

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Up Front



By Greg Phillips

Not that anyone is counting the days, but I only have two more columns as the 2012 President. As the year winds down it has been a little busier this past

month. Between the Buttowillow Double Crown event, helping to get the 2013 Board of Directors started, three days of PDS, and working on the budget and chairs for 2013, it has been difficult to find an empty evening.

The Performance Driving School was another great event and kudos to Adam Gill, Bill Behun and Chuck Sharp as they worked hard to make it all happen. With sponsorship from Black Forest, the three days were very busy for the students and it took a large cadre of instructors to pull it all off. The students learned a lot about their Porsches as well as performance driving and safety. There were lots of tired but smiling faces by the end of the weekend.

It was lucky we had the PDS to get some driving in at the Q as our next autocross will be the Saturday after Thanksgiving. It will be a good time to get out of the house and avoid turkey and leftovers for a day. I will miss it as I will be going north and running a time trial at Laguna Seca with Golden Gate region the Tuesday and Wednesday before Thanksgiving and then visiting my sisters near Fresno for Thanksgiving.

2013 Board
The recent elections were tabulated and the new directors are Mark Rondeau, Jim Binford, Jerry Bumpus, and Paul Young, Jr. Randy Pickering was also nominated to serve out the term of Araceli Lopez as she pursues her advanced degree in the LA area. We also recently met and selected the new officers, and I congratulate the new President Bev Gould, Vice-President Jim Binford, Secretary Mark Rondeau and Treasurer Paul Young, Jr. We have already started planning for 2013 and welcome volunteers to assist with the coming year’s events.


Speaking of events, we already have our 2013 track dates. The tentative event schedule for 2013 follows. We’ve got even better dates weather-wise than for 2012. Please put these dates in your calendars right now (subject to SDR Board approval in early November; we will post them on the SDR forum once they are approved):

Jan 5-6 – Streets of Willow DE & TT
Jan 26-27 – Chuckwalla (clockwise) DE & TT
Mar 8 – Auto Club Speedway Infield DE
Apr 5-7 – California Festival of Speed (Auto Club Speedway Roval) TT & Club Race
Sep 21-22 – Willow Springs 2.5 mile TT
October 19-20 – Chuckwalla (counterclockwise) DE & TT
Nov 16-17 – Buttonwillow TT

Registration for the Streets of Willow event should open on Thursday, November 15, at <http://msreg.us/SOW0113>. Registration for the January Chuckwalla event should open by December 15 at <http://msreg.us/CW0113>.

55th Anniversary Gala
And since you are planning for 2013, don’t forget to sign up to attend PCASDR’s 55th Anniversary Celebration at the Hilton-San Diego Harbor Island on January 12. Several of your co-drivers (The Blues Doctors) will be performing on stage in what is sure to be a great start to the New Year. Registration and information for this event will be available beginning November 1 at <http://msreg.us/SDR55th>.

We have been having good turnouts so far to our new informal social events, the Krispy Kreme & Cars in Clairemont on the second Saturday each month (November 10) and the Cars & Coffee at the Carlsbad Outlets on the last Saturday of the month (November 24). If you have not tried them yet, check it out. It is a good place to meet and see interesting cars in the morning before going on to your usually scheduled day. Last Tuesday Social this month will be at Mexi-Cocina in Poway on November 27. Another event to bring out your track photos and video will be Motorhead at the Kilt on Tuesday, November 13, at the downtown Tilted Kilt, 310 10th Ave, San Diego, CA 92101. You should have time after the Buttonwillow Double Crown event to put together some entertaining video.

2013 Editor
Speaking of volunteer positions, we will need a new editor for 2013. Our thanks to Jim Mazzola for his service, but changes in his home and work schedule mean that he will not be able to continue as editor. If you are interested in serving or know someone who might have an interest, please let me know. The main requirement is computer literacy and a willingness to learn. It is a fun position that is a hub for the region. 

Events: November–December 2012

November 2012

07 Wednesday

Monthly Meeting

6:00–9:00 P.M., dinner starts at 7 P.M. \$5 donation, BYOB
George Taylor home, 2336 Vallecitos, La Jolla, 92037

10 Saturday

Krispy Kreme & Cars

8:30–10:30 A.M.

Come to socialize - 4180 Clairemont Mesa Blvd., 92117

13 Tuesday

Motorhead Tuesday

6:00–9:00 A.M.

Relive the 2012 DE &TT racing season

Tilted Kilt Pub & Eatery - 310 Tenth Ave., San Diego 92101

17-18 Weekend

Instructor Day, DE, TT at

Pomona Fairplex

Online registration at pcagpx.motorsportreg.com

24 Saturday

Autocross at Qualcomm

6:30 A.M. –5:00 P.M.

Online registration at pcasdr.motorsportreg.com

24 Saturday

Cars and Coffee -

Carlsbad 7:00–9:00 A.M.
Carlesbad Premium Outlets, 5620 Paseo Del Norte Suite 124, Carlsbad, 92008

27 Tuesday

Last Tuesday Social

6:00–8:00 P.M.

Mexi-Cocina, 12213 Poway Rd., Poway, 92064

30 Friday

Porsche Experience, LA

Auto Show
9:00-11:00 A.M. Pre-registration only, limited to 200.

December 2012

01 Saturday

Tech Tactics

8:00 A.M.–5:00 P.M., PCNA Training Facility

5100 Ontario Mills Pkwy, Ontario

01 Saturday

Wounded Warrior Tour

8:15 A.M.–3:00 P.M.

Meet at Balboa Naval Hospital, 34800 Bob Wilson Dr., San Diego 92134

05 Wednesday

Monthly Meeting

6:00–9:00 P.M., dinner starts at 7 P.M. \$5 donation, BYOB
Terry Barnum’s office, 2772 Loker Ave West, Carlsbad 92010

08 Saturday

Krispy Kreme & Cars

8:30–10:30 A.M.

Come to socialize - 4180 Clairemont Mesa Blvd., 92117

15 Saturday

Autocross at Qualcomm

6:30 A.M. –5:00 P.M.

Online registration at pcasdr.motorsportreg.com

16 Sunday

Breakfast with Santa/

Deliver Toys to Rady

Children’s Hospital

9:00–11:00 A.M.

Miguel’s Cocina in Old Town, 2444 San Diego Ave., San Diego 92110

29 Saturday

Cars and Coffee - Carlsbad

7:00–9:00 A.M.

Carlesbad Premium Outlets, 5620 Paseo Del Norte Suite 124, Carlsbad, 92008

For details and the latest updates, visit pcasdr.net/events/upcoming

Auto Museum: Pickup Truck Show Opens

By Michael Harris

The San Diego Automotive Museum opened a new exhibit on October 5th, “Pick ‘Em Up Trucks.” You do not have to wear cowboy boots and hats to enjoy the display, but it would put you in the proper frame of mind. More about that in a minute.

The SDAM received several great gifts this past month. Hazard Construction Company donated their 1922 Mack water truck to the museum some years ago. The water truck has been greeting visitors for several years now at the front of the museum and is looking worn out. The Hazard family, the Ed and Mary Fletcher Foundation, the Mack Truck Corporation and other generous donors have contributed \$10,500 to help renovate the truck. Additionally, the city has offered to renovate the landscaping around the museum as well. Plans are to plant vegetation that requires less water yet is more inviting to visitors. Good news indeed. The other good news is inside the museum with the new Pickup display. Most of the trucks are displayed on the floor with information placards placed next to the vehicles. But the museum created a diorama for one of the more interesting trucks, a 1928 Model A open cab/roadster pickup. This truck is displayed in a work/farm setting. The Model A looks as though it has led a hard life. It is displayed as on the farm, with straw around the vehicle and a hay bale in the bed. You can tell it is a 1928 model as it still displays its original 1928 California plates. The original door knobs have been replaced with glass door knobs that you might find in a 1930s house. A water bag graces the front radiator in case you might need some for an overheated motor. The inline Ford 4-cylinder L-head engine has been modified slightly to increase the power by adding a high compression head, and two carburators off a 1932 B Model Ford. The truck also has a Columbia two-speed rear end to give the three-speed manual transmissions a few more gearing options. The story behind the roadster pickup? The current owner purchased the truck in 1968 in order to help haul Model A parts in order to restore a 1930 Model A Cabriolet. After doing some mechanical renovation work on the truck, it seemed so reliable the owner decided to take it cross country and covered 9,000 miles in seven weeks. That wasn’t enough so he drove up to Pikes Peak, over 14,000 feet in Colorado. To date, the owner has logged over 82,000 miles on his 1928 truck. So what happened to his 1930 Model A Cabriolet restoration project? He is still working on it.

In contrast to the Model A work horse truck, nearby is a beautifully restored 1939 Ford “Pig Nose” pickup in black with cream lettering and trim. The truck is very

rare as Ford only made this version for two years, 1938 and 1939. If you look at the truck from the front, you can see why the truck is nicknamed “Pig Nose.” The grill shell is shaped such as to resemble a pig’s nose. The truck is powered by an L-head V-8 displacing 221CI and producing 85HP at 3,000RPM. Compression is 6.12:1 and the transmission is a floor-shifting three speed. The truck weighed 2,633 pounds and cost \$630 new. The year 1939 was the first that Ford offered hydraulic brakes on their vehicles instead of mechanical brakes. “Juice” brakes were a tremendous improvement in driveability and safety. Ford was the last of the major manufacturers to finally offer hydraulic brakes. If you look carefully at the truck’s interior you will notice that the interior is very spartan. The inside of the doors are not upholstered nor do they have arm rests. They are plain painted metal. There are no sun visors and no carpeting. The floor is painted and protected by a rubber mat. Standard treatment for pickup trucks until the 1950s.

Having just mentioned how stark and plain work trucks were finished, we have an exception in a 1946 ‘Big Boy’ cab Hudson. This pickup looks like the prototype for ‘Personalized Pickups’ that were created by Ford and Chevrolet in the mid to late ‘50s. The Hudson looks like a passenger car with a bed attached. The front end and grill treatment look just like an automobile. The Hudson was the best looking pickup of its day. Inside, the truck was finished like a car. It had cloth upholstery with wool carpets on the floor. The interior doors were upholstered in the same material and pattern as the seats, and the doors had arm rests. The floor was carpeted and without the usual rubber mats of less expensive brands. The truck also had a clock and radio. The 6-cylinder inline engine was also more powerful than other less expensive trucks. The six displaced 221CI offering 102HP and was driven through a standard three-speed manual column shifting transmission. The price ranged from \$1,154-\$1,522. Hudson had been known for years as makers of beautiful and comfortable pickups. Originally Hudson branded their trucks under the Dover badge until changing to Essex from 1929–1932, Terraplane from 1934–1935, and Hudson thereafter, ending production of the pickup in 1947. Hudson was a maker of superior automobiles from its inception in 1909 until it ceased production in 1954. In 1951 and 1952 Hudson and Oldsmobile were the stock car racer to have in NASCAR.

Next in age and a huge contrast with the Hudson was a 1947 Dodge WC ‘Job Rated’ pickup in red and black with a freshly refinished oak bed. This truck has undergone a beautiful restoration. Dodge was known for building large U.S. Army trucks that had been instrumental in helping the Allies prevail in World War

II. President Roosevelt had ordered civilian vehicle production converted to wartime military production within days of the Japanese attack on Pearl Harbor, Hawaii, on December 7, 1941. This model truck had been designed, built and sold starting in 1939. So when civilian vehicle production was resumed by Dodge in 1945, the old design was what they had and what they built. You will notice that this truck also has no arm rests, no visors, and also has a rubber mat in lieu of carpeting. The standard of the day. This particular vehicle was found rotting away in the Napa Valley and took 7 years to restore the truck to its current condition. A truly beautiful job it is.

Next to the Dodge is a 1936 Chevrolet coupe pickup, sometimes referred to as the ‘foreman’s pickup.’ According to the research offered by museum staff, the origin of the idea to have a coupe with a small pickup bed inserted into the trunk area came from Victoria, Australia, when the Holden company, a GM subsidiary in Australia, answered a farmer’s wife’s suggestion to provide a car that she could drive to church on Sunday and haul the pigs to market on Monday. That is, a car/truck. We are also informed that 1936 was the only year Chevrolet made the bed permanently attached to the car. In later years, the box was removeable and the buyer also received a trunk lid that could be attached when the box was removed. Ford offered a box attachment for Model T cars that transformed the car into a pickup in the early 1920s. Cost for the bed was \$25.00, pre-painted. The display Chevy pickup has an L-head 207CID inline six cylinder engine that produces 79HP at 3,800RPM. The vehicle weighed 3,085 pounds and had a floor mounted manual three-speed shifter. Number produced for 1936 was 3,085 car/trucks.

A dark green 1950 Chevrolet 3100 ‘Advance Design’ pickup helped display the advancement in truck design by 1950. This truck started life as a plumber’s truck and was then sold to a man who was building houses and used the truck for general hauling. The truck ended up in a rancher’s field in Julian. The current owner restored the vehicle in 2007 to near new (better than new) condition. The truck came with an inline OHV six cylinder engine displacing 216CI with 92HP at 3,400RPM. The three-speed manual transmission was operated by a column shifter. Weight was 3,175 pounds and the new vehicle price was \$1,243. You got a lot of truck for your money in 1950. Still, one notices that the truck was bare bones basic without armrests, visors or much upholstery.

Next month I will have more specific information about the more modern vehicles on display, including the rat rods and the 1970 Ford off road racer, as well as more photos to entice you to check out this interesting collection, and read and view the descriptions and graphics about pickup trucks. 📷



Beautifully restored 1939 Ford pickup in black



Hazard Construction water truck is off to restoration shop



1937 Chevy coupe pickup

Carlsbad Cars and Coffee

By Rich Fatuzzo

I'm sure that all of us enjoy that first cup of coffee in the morning, but when that first cup is shared with fellow PCA-SDR members and other Porsche car owners, it makes it even that much more special. That is what happened on Saturday, September 29th, when PCA-SDR members and Porsche car owners met, starting around 6:45 A.M. at the CBAD Cars and Coffee. There were about 50 Porsche car people in about 35 Porsche cars that showed up for this event. We even had a few Porsche owners come down from Orange County and one couple drove all the way from L.A. to be with us. Some PCA-SDR members that I had a chance to visit with were: Jim Binford, Buck Bitting, Jerry Bumpus, Doug Dill, Tom and Bev Gould, Ed Hughes and Ted Myrus.

We even had a whole section of the Carlsbad Premium Outlet Stores south parking lot just for Porsches. This lot area, in total, can hold around 300 cars, just like the Saturday morning car events in Irvine. Altogether, there were around 100 cars at this event, with a mix of 60%–40% of Euro cars to American cars.

At 8:15 A.M., twenty PCA-SDR members walked over to Ruby's Restaurant to eat breakfast in an area that had been reserved for the Porsche Club. Sean Conner, Hoehn Porsche Sales Manager, and his daughter, Savannah, also joined us. Some other PCA-SDR members just went to Starbucks or Subway or waited until Rubio's Restaurant opened at 10:00 A.M.

So, if you missed this one, try to attend next month's PCA-SDR, last Saturday of the month, get-together at the Carlsbad Premium Outlet Stores. 📍



Section of the lot just for Porsches



L.A. Porsche couple in a black 2011 Cayenne Turbo



Porsche Cars start "lining up"

Member events: Krispy Kreme & Cars, OktoberFest



Another great turnout at Krispy Kreme & Cars



Porsches lined the Krispy Kreme lot



Members socialize and swap car stories



Perfect day for OktoberFest, hosted by San Diego Porsche



A vintage Porsche diesel at OktoberFest



Great food and cars at OktoberFest

Monterey Historics/PB Concours

By Michael Harris

Old habits die hard, as they say, and it is difficult to think of the second week of August as anything but “the Monterey Historics.” We know it is no longer Steve Earle’s program but rather Rolex Monterey Motorsports Reunion. In fact, it is a full week of concours and auto displays, sports car racing and more. Tuesday is Concours Day on Ocean Avenue in Carmel featuring over 175 extremely rare and beautifully restored automobiles.

The Little Car Show in downtown Pacific Grove is on Wednesday. This used to be a drive-what-you-brung event ending with a tour of the area at the end of the afternoon. It has become more formal with this year’s event being limited to under 1601cc vehicles and electric cars, but featuring small British cars. Two Crosleys were on display and stole the show.

Thursday is the Annual Pebble Beach Tour. PB Concours cars and other older and unique cars do a tour of the area and stop for lunch at the Park on Ocean Avenue in Carmel. On Friday, the Laguna Seca Mazda Raceway opens for qualifying and spectating, with racing on Saturday and Sunday. The Concorso Italiano, also on Friday, features all Italian sports and exotic cars. Up to 800 cars are on display and some of the best automobilia is offered for sale there. The other big Friday event is Legends of the Autobahn, featuring all German marques and supported by the Porsche, BMW, Mercedes and Audi Car Clubs. Rare factory cars are on display and each club offers a judged concours and display only opportunities, as well as corral parking. BMWCCA advertised a low key, leave the Q-tips at home concours, while PCA adhered to Zone 7 rules. PCA only had Street Class judging and required Cayman and Boxster owners to open the sealed engine compartments for judging the motor’s cleanliness (45 points) and docked 4 points if you did not have your PCA card with you. They also took off 4 points for failure to have an operable fire extinguisher. They tested brakes, horn and lighting equipment, too. The setting was lovely, with wine and German beer available to ease the pain of the judging.

Sunday is the Pebble Beach Concours d’Elegance, and the best racing of the week at Laguna Seca. Interspersed are the auto auctions with each auction house claiming they have the best cars and bring the

best prices. Auctions now run Wednesday through Sunday. Your scribe follows Prescott Kelley’s reports on 356 Porsche sales in the 356 Registry. Prescott notes that many of the 356 Porsches offered for sale at auction are often recently restored and painted but often have non-original parts, bondo/plastic filler, rust, and inferior body work and paint. As with any used vehicle purchase, you really need to know what you are looking for. SDR is fortunate to have several 356 experts, including Skip Shirley, Chris Stavros, and John Straub. Several of our local repair facilities and sponsors will do a complete pre-purchase inspection with multi-page written summary for a very reasonable price.

Tuesday’s Carmel Street Concours seemed a little more limited in the number of cars on display but the quality was outstanding. The Porsche display featured a wonderful assortment of 356 open and closed cars, and some early 911s. Club members Guy and Gretchen Finlan were observed in a deep technical discussion with one of the 356 Porsche owners. Anyone would give a lot for the priceless 356 Carrera 2 coupes with their ultra-rare 4-cam motors. The Speedsters looked as though they were freshly restored as did the Convertible D’s on display. There were several early Carrera RS coupes as well. The 356-based Glockler Special built by Frankfurt Porsche dealer Walter Glockler in the early 1950s was a crowd favorite. Glockler’s cars won a number of German sports car races in the early ’50s with 1100 and 1300cc modified VW/Porsche engines. Ferdinand Porsche was so impressed with the Specials that he directed the development of the 550 Spyder, similar in concept to the Glockler.

The Pacific Grove under 1601cc cars was a hoot. Two 1955 Porsche 1500cc coupes were on display. One was largely original, purchased by a service man while serving in Germany and returned home. It had the bent windshield with no center post, which is very unusual. With the pre-A dash design, it looked very early 1950 but the sleek coupe body made the car appear very modern. Two Crosley two-door sedans were also on display, one from 1946 and the other a 1947. These cars are tiny. The wheels and tires look like they are off a child’s wagon. The original motors were made from tin, but did not hold up well and the engines were replaced with conventional inline motors. Crosley started in business by building and

selling radios. By the end of WWII and with the huge demand for cars, not offered since December 1941, Crosley started building small cars. They were fun, inexpensive, and good value for the money. But with cheap gas and returning GI’s more interested in horsepower than gas economy, the marque failed. There were also a lot of small Mini Cooper “S” models and Austin Healey Sprites. The Mini “S” was a formidable racer and rally car in the hands of a competent driver. A Mini Cooper even won the Monte Carlo Rally. The small inline 4-cylinder engine started life as a 850cc econo car. But when Austin/Morris hired racer John Cooper to build a sports car, he built the engine to 1275cc specs with a bigger crank, siamesed the cylinders to raise the displacement by over 400cc and put a high lift cam and high compression pistons and added larger carburetors. The only downside was the resulting hot engine was overstressed, and the modified parts were always in short supply and very expensive. But you never saw anyone drive one without a smile on their face.

The Legends of the Autobahn was a very nice show. SDR member David Green of Encinitas concoured his Grand Prix White GT-3. He said he had prepped the car for the San Diego/Zone 8 Concours and drove up for the week’s events. His brother Pat helped ready the car. Unfortunately, Dave had a lot of cars in his class and failed to trophy. But the day was not a disappointment because he won a drawing for a BMW carbon fibre 20 speed super light racing bike. You could lift the bike with one hand. The bike was worth over \$3,500. Nice going Dave. The undersigned also entered his 2008 Macadamia Metallic Cayman in the Concours. San Francisco Region and Zone 7 have different standards for judging than Zone 8. Zone 7 awards 45 points for the engine compartment. Per our own Zone 8 rules, the engine compartment is not opened and the engine is not judged. Zone 7 also deducts 4 points if you do not have an operable fire extinguisher. They also deduct 4 points if you do not have your current PCA card with you. I had the card but no fire extinguisher. About ready to bail out on the competition because of the dirty engine compartment, I knew the judges would not subtract 45 points if I did my best effort to clean. One of my competitors showed me how to open the engine cover with his tools (very good sport) and with brushes in hand and cleaner I did a whirlwind job in 30 minutes to make the engine look somewhat presentable. SDR and Zone 8 may wish to rethink the wisdom of changing our rule on engine preparation. As there were only three cars in my class, they awarded three (very nice) trophies. My third place award was a real gift. Sometimes it is better to be lucky than good.

Saturday was race day. Long time SDR member and racer Don Anderson had his beautiful orange and blue Bobsy Porsche for his race in group 5A, 1960–1968 sports racing/United States Road Racing Championship cars. Last year at the Porsche Rennsports Reunion, Don won the outstanding driver

award from Mr. Porsche, based on Don’s ability to beat larger and faster cars. Don’s task this year was even more difficult. He was gridded against two Ford GT-40s, the type of car that won the LeMans 24 Hours in 1965. And one of the GT-40s was piloted by Brian Redman. The fastest cars in his class were several Lola T70Mk1’s and a M6B McLaren, all powered by 5.7 to 6.2 litre large American V-8s. Don noted there were simply too many cars in the different groups (over 30 cars gridded in his group if my count is correct), with varying degrees of performance levels and you had very little track time to prep your car for racing. Kevin Adair, a former SDR autocrosser who now lives in Northern California, was also there driving a 1955 Elva, Mk 1. He shared a pit with his father who was racing a Lotus Elite with a substantial racing history. Former SDR Enthusiast of the Year Bob McLaughlin was also seen in the pits while visiting from Reno. Bob has a new GT-3 to keep him occupied at the track.

Sunday is always Pebble Beach Concours day. You try and get to the Lodge at Pebble Beach befor 7A.M. in order to beat the crowds and watch the cars setting up for the show. The weather was fantastic early on. The sun burned through the mist and with a gentle breeze blowing, it was Paradise. Looking out over the rare (many one-off cars) with jillion dollar restorations, one could see a yacht with a helicopter on the aft deck bobbing in the harbor. The rich definitely are not like you and I. There were so many wonderful cars it was hard to know where to begin, but we hope you enjoy the photos. People watching is almost as much fun at the concours as looking at the cars. Porsche had an interesting display at the Lodge featuring their new 911 and Boxster “S.” The new 911 is only 4” longer than the Boxster I was told, but the 911 looks so much larger. They also had a lovely 1957 356-A Super 75 with sunroof and Rudge knockoff wheels, two very rare options. Also on display was a 550 Spyder from the mid-’50s and a 953 Carrera all wheel drive Dakar-Paris Rally winning car. Even more interesting was a 1987 928 with stretched chassis, a suicide door behind the front door, designed to carry four adults. This was the car that Porsche almost introduced in 1988. The placard stated the car was tested for 5,000 or so miles and the longer chassis lacked sufficient rigidity and the project was dropped. As you may recall, 1987 was a high water mark for Porsche and they sold more cars than ever before. 1988 was a recession year and Porsche sales took a nose dive. (Lack of new models did not help.) As I recall the story, there was a lot of dissension within Porsche ranks about the advisability of developing a 4-passenger car. Porsche was solely a sports car firm and any efforts at changing that would dilute the product. (Sounds like the same argument against developing the Cayenne, Porsche’s current biggest seller.)

All in all the week produced a number of highs. It was a great show. Hope to see you there next year. 📷



Pebble Beach Concours show car

Showdown at Big Willow!

By Greg Phillips

We were quite lucky with the weather as we left Dieter's and headed north to Willow Springs Raceway. The week before was into triple digits and although it would still be warm, it would be much nicer this weekend. We were not so lucky with scheduling as we were also missing the vintage racing at the Coronado Speed Festival. But for the track rats, it was better to be driving than watching. The caravan grew as we stopped at Deer Springs on the I-15 and met up with Mark Rondeau, Cathy Young, and Jim & Jad Duncan. No traffic problems and we made good time to pull into the track in the mid-afternoon.

We checked in and got our garages and started unloading the trailer. As we were finishing, our weekend accommodations arrived as Ethan Dahlkamp pulled up with his toy hauler. Steve, Mark and I would be spending the weekend in air-conditioned comfort. Mark and Cathy also rented a garage and had a bonus of finding a full-sized refrigerator inside. It made it easier to store the refreshments and ice for the event. Cathy and the Duncans would be staying at the event motel in Lancaster.

We pulled my 1982 911 SC into the garage and Mark was now driving the Silver Bullet, a 1979 911 SC that he had just purchased from Steve. This would be his first track event in the 911 after selling his 944S. This was also the first event back after the summer break and there were only minor changes to my SC, as I added a bolt-in roll cage and a wide angle mirror in place of the Wink mirror. There were some bets made as to when Mark would have his first spin or off-track excursion. Since his first spin when he drove it at an autocross for the first time was on the second corner of the first lap, the early sessions were popular bets. And since it was SC vs. SC, there was also sure to be some personal competition as the two cars had many more similarities than differences.

Instead of the usual quiet evening meal at the track,

Willow Springs was having drag races on the front straight. That meant there was a parade of different cars and spectators through the evening until they started running at dusk. We were parked next to our garage in the back, but George Taylor was not so lucky as his van/camp was right in the middle of the festivities. There were a few early muscle cars and drag cars but the majority were Asian, but with everything from trucks to a Mercedes SL running through the evening. Although a few of the cars were loud with open exhaust, it was the PA system and announcer that were making most of the noise as we turned in after dinner.

Saturday was an early start as there was a beautiful sunrise with the high clouds, so I was up before dawn and started taking pictures of the cars and the sunrise. Soon the early cars were rolling in to set up for the track. Then the pits were buzzing as cars were starting up with open exhaust to get ready for the track and going through tech inspection.

Willow Springs brings out a few "old" faces with several drivers who had not been running with us for awhile coming out to play, like Anthony DiLanzo, Jeff Schmidt, Jae Lee, Mike Van Zandt and Roland Schmidt. It was also good to see Otto Obrist running again. Overall we had a very good turnout with over 60 drivers, despite the Coronado conflict. Soon it was time for the drivers meeting as Robert Baizer went over the event safety and reviewed the passing zones and rules, along with flags. Next it was time for student-instructor pairings and I met my student, Don Adams. He had already been running some POC events and was ready for more PCA fun at Big Willow in his 1999 996 Carrera.

Steve was up first in Red run group and they were flagged off on time to start the weekend. Steve was on a set of used practice tires and was doing well for the morning with a 1:38.15, but Craig Ames was taking advantage of the cool air and open track to lay down a blistering 1:27.67. Jack and Robert always tell us

we won't have our fastest lap in the first session, but maybe Craig was not listening. Mark Rondeau was also doing well on his Hankook tires with a 1:37.92.

I was up next in Orange and had a passenger as Don Adams was also belted in. After the first couple of yellow flag laps we slowly picked up the pace. Bob Mueller and Jeff Schmidt were leading the group at 1:35 and I was off the pace with a 1:45. The tires seemed OK to start but I was having problems finding my turn-in point for turn 9 and was inconsistent. Then near the end of the session I developed a vibration in turn 8 that continued through turn 9 and decided to come in and check it out. This time it was a front tire that was losing air and had failed.

I checked with Steve and he was going to be changing the front tires as I went out with Don. Again we had a couple of yellow flag laps before we started picking up the pace. Don was doing well and his times dropped from 1:50 to 1:46 over the session. There was some traffic to get through but he also handled that well, and as we got the checkered flag he was having fun. Red was up next and Steve was out with another set of used front tires and was running 1:35.87. Mark had taken off his Hankooks to save for timed runs and was running a set of Dan Chamber's Kumho 710's for practice. They were working well as Mark was at 1:36.03. The big dogs were Jae Lee at 1:28.56 and Craig Ames at 1:28.92. Right behind were Otto Obrist's 944 Turbo at 1:31.35, Roland Schmidt's 911 at 1:32.21 and another 944 Turbo with Mike Van Zandt at 1:33.90. Jad Duncan was apparently bidding his time as he was only running 1:35.69 in the Duncan 996.

I was up next in Orange and improved to 1:41.73 as the tires were feeling better. Bob Mueller was still quickest at 1:34.64 but now Michael Brown at 1:35.27 in the Smurf with George Taylor and Jeff Schmidt tied at 1:37.80 just behind. The Boxster brothers had Dan ahead of Dave Hockett 1:41.88 to 1:43.81, but the newer tires were likely to come out later.

After my checkered flag it was back to the pits and out again with Don. He also continued to improve and was handling traffic well as his best lap dropped to 1:45.48. Rob McGee was leading the group at 1:40.29 with David Elovitz's Z06 Corvette next at 1:41.56. There were a pack of 944Spec drivers with Paul Romero, Sr. at 1:42.78 leading Jim Hicks, Debby Sharp, Tony Nufer and Ian McIntyre.

Steve was up in Red and this time Mark Rondeau was picking up the pace and moved ahead using Dan's tires. Steve turned a 1:38.02 and Mark was down to 1:36.51 just behind Jad at 1:35.77. Craig Ames was the only driver under 1:30 at 1:27.91 but Roland Schmidt, Anthony DiLanzo and Peter Czajkowski were all in at 1:31 and Jae was 1:32.03 just ahead of David Quesnel at 1:32.05.

Orange group was up next and I was on a plateau at 1:42.84 as the track was warming up. Jim Duncan was out leading the group with better tires and turned

a 1:32.59 to pull ahead of Bob Mueller's 1:34.75. I was now in a Boxster brother sandwich with Dave at 1:42.66 and Dan at 1:42.84. After my session we were back out in Don's Yellow group. He was also effected as the track warmed up and turned a 1:46.06 just ahead of Daniel Carusillo at 1:46.26 and Michael Monaco at 1:46.85. Not everyone slowed, as Paul Romero Sr. had his 944Spec down to 1:42.17.

Lunch was a nice break in the air-conditioned trailer with Cathy Young prepping the sandwiches as we planned our afternoon. We all figured it was time to start using the Cool-Suits and the ice was prepared and they were plugged into the cars. We had also put on another used set of rear tires as we used up old stock.

Steve found the tires were helping and he pulled ahead of Mark 1:35.71 to 1:36.70. Craig Ames continued to lead at 1:29.38, with Jae Lee at 1:30.76, Jad Duncan with newer tires at 1:31.10, and Roland Schmidt at 1:31.23. Ethan Dahlkamp was also using up old tires on his Boxster and was only at 1:36.07, just ahead of Otto at 1:36.15.

My Orange session was next and I was slightly better at 1:41.89, again right between Dave and Dan's Boxsters. Jeff Schmidt was picking up the pace and was leading Jim Duncan 1:34.58 to 1:35.60, with Derek Lyle at 1:38.34. I came in a little early and then got ready for Don's Yellow session. Don was also improving as the day went on, even with the heat, and was down to 1:45.74. Fortunately we had a discussion of what to do if (when?) he went wide in turn 9 to keep the wheel straight; slow down and then try and pull back onto the track. It was not a session too soon as he did drop a wheel on the exit of 9, but followed instructions and was able to come back on safely and finish the session well.

We did not have much time for a debrief as Steve had been looking at my times and decided I was not pushing enough and needed a reminder, so he took me out in his run session. With me in the car he was a little slower but was still turning a 1:37.71, behind Mark's 1:36.95. Jae Lee was the leader with a 1:29.72 with Jad just behind at 1:30.50. James Buck was also finding his groove and was down to 1:33.87. It was a good refresher and gave me time to get a good look at the track from the passenger seat, and I was able to see a better landmark to help judge turn 8 and turn 9. Steve was also not downshifting between turn 8 and 9 with our shorter gears so I had a few things to work on.

Suitably chastened I headed out in Orange to try and pick up the pace. A kick in the pants apparently helped as I dropped down to 1:39.27, just behind Charles Liu at 1:38.16 and Derek Lyle at 1:38.50. The Hockett's were a little further behind now. Using the trees off in the distance as a braking point for turn 8 and staying in 5th through turn 9 allowed me to keep my corner and exit speed up which paid great dividends as we headed onto the front straight. I was



also able to keep on the throttle longer through turn 8 with a greater top speed there.

Don decided to take a break in his session so I had some more rest from the heat. We had been lucky overall with high clouds and relatively cool temps for September in the high desert, but it was warm. I took the break to get a new set of rear tires mounted for timed runs on Sunday at the tire shop along with Ethan, who was getting his V710's mounted.

The last sessions went well and I stayed under 1:40 at 1:39.66. Jeff Schmidt and Bob Mueller were again on top with Craig Booth, George Taylor and Rob McGee were just behind me and all under 1:40. Monte Griffiths was working on the pace with his Lotus and was turning a 1:41.40. After the checkered it was back out again with Don Adams. He kept his car clean and ran a good session, but with the heat his best was 1:46.99. He was still happy with his progress through the day, though.

After the track was cold we checked the cars and brakes and started getting dinner ready. Steve's sister had baked manicotti in large supply and we invited Cathy and the Duncans to help us eat it all. It was a quieter night without the drags and the evening was very nice as it cooled off after the sunset. After dinner our guests left and as it had been a long busy day it did not take long before it was time to turn in. Sunday sunrise was almost a repeat of Saturday, with high clouds giving a great backdrop to the beautiful Porsches. Mark was the first to break the silence as he fired up the Silver Bullet and went to get gas. Pretty soon the pits were buzzing as cars were prepped and people got ready for the day.

Steve skipped the first session but it looked familiar at the top with Craig Ames at 1:29.62, followed by Jae Lee, Jad Duncan and Otto Obrist all at 1:30. Mike Van Zandt was next as the Turbos enjoyed the cool air. Ethan also had improved and was now running 1:33.46 with Jeff Schmidt at 1:33.86, Mike Avitt at 1:34.07 and Bob Mueller at 1:34.17. Mark Rondeau was also running well as he had decided to run the Hankooks and use the 710's for timed runs and his time was down to 1:34.22.

Orange was up next and I also enjoyed the cooler weather and was down to 1:37.98, but was still behind Jim Duncan at 1:34.22, Michael Brown at 1:34.66 and George Taylor at 1:35.87. Eric Monroe was just behind me at 1:38.36 and Dave Hockett was now under 1:40 at 1:39.27. It was good to run in the cool morning air. I had a break from instructing as Jim Duncan was working with Don Adams for Sunday, so I decided to take some photos and rode down to turn 1 for some shots of Red run group. The low sun made for good conditions as they chased each other through turn 1 and then over the Omega. Steve was running 1:35.93 on the older tires but Mark had stepped up another notch and was down to 1:33.97, just ahead of Peter Czajkowski at 1:34.09 and Jim Binford at 1:34.16. Otto's Turbo had slowed down to 1:34.41 but he was

still ahead of Mike Avitt's GT3 at 1:35.15.

The top was still Jae Lee and Craig Ames at 1:28 but they were followed by Jad, Roland, and James Buck. Bob Mueller had improved to 1:32.46 and Anthony DiLanzo was at 1:32.72 in his little 2.7 liter 911. It was going to be interesting during timed runs.

The rest of the morning was mainly about tire management as we were saving tires for timed runs and our last set of practice tires were losing grip. It did keep me on my toes and I had a good view chasing Dave Hockett through turn 2 as he lost it and spun in the middle of the track. It was a good reminder to be careful. I did spend some time working on turn-in point for turn 9 and keeping my cornering speed up. It did pay dividends as even with less grip I was able to turn a 1:39.75.

At lunch we again enjoyed Cathy's sandwiches and changed tires to a new set of Hankook Z214 tires before heading to the snack bar for the drivers meeting to review timing procedures. After the meeting Steve and I just did a few laps to get a feel for the improved grip and then waited for timed runs. They reversed the run group order so Steve was last and turned a 1:34.65 before coming in to set pressures for timed runs.

The timed runs always start with the fastest cars, so there are not a lot of surprises, but sorting out the quickest does show some interesting results. Although Jae Lee and Craig Ames had been at the top of the time charts for the weekend, Jad Duncan's CC13 996 swooped in for the win and TTOD with his best lap of 1:28.18. Jae Lee's CC16 911 had to settle for second at 1:28.94 and he also had the poor luck to have his crankshaft give up after several years at the track. Roland Schmidt was third in his CC16 911 at 1:28.99 and Craig Ames was 4th in his CC15 GT3RS at 1:30.91, and yes his best lap of the weekend was in the first session.

Otto Obrist's CC14 944 Turbo was 5th at 1:31.00 with Anthony DiLanzo's CC14 911 next at 1:32.02, followed by Jim Duncan at 1:32.56. Steve turned in great laps and had his best time of the weekend at 1:33.29 to take 8th TTOD in the CC11 911SC. He was followed by Jim Binford's CC15 911 at 1:33.33, and James Buck's CC13 911 rounded out the top ten at 1:33.43.

After Steve was back from his timed laps it was time for me to get in line for my timed runs. I buckled in and mounted the steering wheel and headed out to the grid. I was flagged off behind Paul Young and took my warm-up lap. I tried to maintain maximal speed out of turn 9 and get the green flag for my first timed lap. I wanted to get a clean lap in as the last time I was here I went off in turn 3, but this was a clean lap and as I came by to get a white flag my first lap was 1:38.03 on the G2X timer. I was hoping to improve, but I missed my downshift at turn 1, fond neutral instead of fourth, and it took me a second to get back in gear. The rest of the lap was fine, but as I came for the checkered flag it

was 1:38.94. I did not get my best lap of the weekend but was only 0.06 off my best.

Mark Rondeau ended up taking CC09 at 1:35.67, but felt he had not maintained his tires for timed runs. But he kept his car clean the entire weekend and will be back at Buttonwillow to renew his rivalry. Behind him in CC09 were Dennis Power (Boxster), Jerry Hoffman (911T) and Daniel Carusillo (Cayman S).

In 944Spec, Paul Romero took top honors at 1:42.08 over Jim Hicks and Debby Sharp. In CC06 it was Dave Hockett's Boxster beating Dan's at 1:40.89 to 1:43.24, with Bill Ripka in third. Paul Young turned a very quick time of 1:37.61 to take CC07 honors and Don Adams took CC08 at 1:44.17. CC10 went to Craig Booth at 1:37.96 in his GT3 with Chuck Sharp next at 1:42.71, with an asterisk as he was running his 944Spec car.

CC12 went to Ethan Dahlkamp as his new tires did help to turn a 1:34.23 to beat George Taylor's 1:36.73. CC13 was a tough class as the Duncans and James Buck took top honors, with Peter Czajkowski's 911 at 1:33.78, and David Quesnel's 912 at 1:36.47 both turning good times but just out of the top ten. In CC14 Mike Avitt followed Otto Obrist and Anthony DiLanzo. He also thought his tires would last better but they did not and his best was 1:33.98. In CC15 after Craig Ames it was the Smurf duo with Jim Binford leading Michael Brown 1:33.33 to 1:35.24.

After all the running and racing excuses it was still a great weekend. Hopefully next year we can avoid a conflict with the Coronado vintage races as we have moved the 2013 date to the 3rd weekend in September. Now it is time to get ready for the Buttonwillow event, which also includes a PCA Club Race. Look for coverage in the coming issues of the Witness. 🏁



Craig Ames 2011 GT3 RS, 4th TTOD



Roland Schmidt's '73 911, 3rd TTOD



Anthony DiLanzo's '70 911, 6th TTOD



George Taylor's '74 911S at sunset

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"Ghost," a 1998 Andial 3.8 Carrera 2S (Thanks, Rader Russell! Send photos to editor@pcasdr.org)



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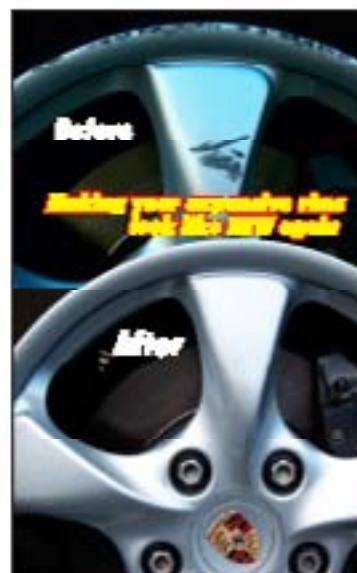
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1982 911 SC, 930 Wide Body
For Sale:
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Porsche Club of America San Diego Region presents:

55th Anniversary Celebration



Join SDR for dinner, welcome the 2013 board & chairs, dance, and celebrate our 55th Anniversary!

WHEN: Saturday January 12, 2013
WHERE: Hilton San Diego Harbor Island
1960 Harbor Island Drive, San Diego, CA 92101
Rooms are available directly from the hotel at a special rate of \$99.
TIME: 6:30 pm
COST: \$55.55 per person

Register at motorsportsreg.com starting November 1, 2012 with great prizes for early registrants ranging from gift-cards to a 4-day Carnival Cruise.
Meal choices include: steak pub, salmon or veggie
Parking is complementary.

For additional information:
please contact Kathy Alnwick at 619-992-2439 or at imthekaps@yahoo.com



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

2003 911 Cabriolet Beautiful Lapis blue with grey full leather interior. Upgraded Bose sound system, manual transmission, 18 in turbo wheels, heated seats, transferable full Carmax warranty to 12/2013. Recent tires, clutch, RMS, coolant tank, ignition lock replacements. Blackforest serviced. 70K miles, \$30,900. (760) 846-0637

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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

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Membership

New Members

John & Deborah Anderson San Diego 2003 996 Cabriolet

Thomas Billingslea Jr & Tina Ratcliff Carlsbad 2012 911 Coupe

Enrique Castillo Chula Vista 2012 991 Cabriolet

Steven & Anna Davis Encinitas 2009 911 S Cabriolet

Steve Eynon Oceanside 2005 911 Coupe

Danielle Grafft Ramona 2002 Boxster S 28

Bill Haleen La Mesa 2004 Carrera 4S

Mark Hersberger San Diego 2001 Boxster S

Keith Larochelle San Diego 1999 996 Cabriolet

Kate Mallory San Diego 1979 911 Coupe

Randy Martin Valley Center 1987 911 Cabriolet

Brian Miller San Diego 1999 996 C2

Carl & Stacy Oakley San Marcos 2008 Cayman S

Elouise & Larry Potomac San Diego 2013 Boxster

Steve Recordon San Diego 2008 911 Cabriolet

Rob & Mary Rosi San Diego 1978 911 Targa

Nick Singer San Diego 1979 930 Coupe

Gene Solomon Jr San Diego 2012 911S Coupe

Dave & Bryan Stevens San Diego 2013 911 Coupe

Tom Wagner San Diego 2001 Boxster S

Xin Wei San Diego 2008 Carrera 4 Cabriolet

Howard Williams III San Diego 2011 911

Anniversaries

Five Years...

Michael Brown Steve Cooper Gary Cropp Lawrence Gitman Harley Haag

Ten Years...

James Hyldahl Joerg Pethke

Fifteen Years...

Jerry Griffin Lubomir Podolsky

Twenty Years...

Jim Binford Kurt Frerichs

Twenty Five Years...

David Hayhurst Larry Speidell

Forty Years...

James Arnett

Membership for October, 2012

Primary Members: 1450

Affiliate Members: 1080

Total Members: 2530

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WOUNDED WARRIOR TOUR 2012
SATURDAY, 1 DECEMBER 2012

AS a thank you for their sacrifice and service, please join us for a day of tribute to honor our wounded warriors recuperating at Balboa Naval Hospital (BNH).

This event consists of three activities including a Porsche tour with our Wounded Warrior guests through the scenic hill country of San Diego, a stop at the Flying Leatherneck Aviation Museum, and finally a catered lunch.

The tour commences at 0815, Saturday, 1Dec2012 when PCA/SDR drivers assemble in the parking lot at Park Blvd. and President's Way (adjacent to Veteran's Memorial) From there we will proceed to Balboa Naval Hospital and pick up our guests. The tour will end between 2:00 and 3:00 PM when we return our guests to Balboa Naval Hospital.

In coordination with BNH Security we will be limited to 40 cars. Please RSVP with Don Auten (PCASDR Military Liaison) at: duck10@san.r.com (619) 537-1298

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**PCA-SDR BOARD MEETING MINUTES,
Wednesday, September 5, 2012
Brown's Home**

Call to Order: 7P.M.

Board members present: Greg, Cathy, Terry, Leigh, Bev, Don & Carl

Minutes Approval: Aracelli Lopez resigns as Secretary Motion to make Leigh Rayner Club Secretary for the remainder of the year, passed unanimously. Motion to approve August minutes, passed unanimously.

Treasurer's Report:

Motion for Don to purchase Windows software. Approved unanimously. Net assets and cash on hand remain stable. The small decrease on income year over year is largely because of one less Autocross and the income from the Deutchfest hasn't posted yet but expenses have. Motion to approve Treasurer's report passed unanimously.

President's Report:

Buttonwillow Club Race: Everything appears on track, so to speak. 2013 Chair positions: Open positions should be posted on the forum and in the next Witness. Motorhead event in November

Zone 8 Rep: The Riverside Time Line at Lake Arrowhead is coming up. See the calendar for other events. Tire Rack teen survival school is being put on by Santa Barbara Region as a test event. Porsche is sponsoring an early admission to the L.A. Autoshow, the beginning of December. Their test track should be open in 2013. The 2013 Escape will be in Pomona.

Chair Reports:

Archivist: no report.

Autocross (AX/pre-reg/reg/CW/equip/ logistics/ safety/tech inspect/tech adv/ timing): Autocrosses x 2. August attendance was down. September had approximately 88 participants. Request to purchase new cones, motion passed unanimously. Equipment inventory was completed. A timing light failed at the August event. Cost of repair approved.

Auto Museum: Steam punk themed fundraiser is coming up.

CDIs: Fall PDS dates- Oct. 20 & 21. Leigh will set up meeting to discuss the upcoming PDS.

Charity: Monarch Dinner was a huge success with perhaps 100 people in attendance. They send thanks. Concours: SDR Concours report. 24 cars participated. Next year's event hopes to expand to include a "park and party". Motion to accept final budget, as revised, approved.

Goodie Store: There were sales at AX and Concours, next event the Coronado Speed Festival

Historian: no report

Insurance: Please have the Chairs bring their signed waivers. Insurance is in place for Big Willow and Coronado. The Progressive Dinner should get insurance, which Tom will do.

Legal Affairs: No report

Membership: The Deutchfest new member/ volunteer party was enjoyed by all. Motion to approve the final budget/ reconciliation passed unanimously.

Military Liaison: no report

Rally: no report

Policy/Procedures & Region Rules: Zone 8 rule changes. There are 92 pages of proposals and comments which the committee is working through.

Safety: no report

Sponsor Liaison: The Sponsor Liasons met with Porsche of San Diego and they are interested in helping the Club. They will refurbish the trailer, and provide members with free car washes on the weekends. A planning meeting of the Board and Sponsor Liasons will be set up by Cathy to develop ideas on how the club and sponsors can benefit each other. The club is moving towards a single Sponsor Liaison Chairperson so that individual Event Chairs will work through the Liaison rather than separately approach Sponsors.

Social: The Progressive dinner is coming up.

Installation Gala 1-12-13. The contract is for a guarantee of 100 people. San Diego Porsche wants to sponsor the event as does Mike Brown of Computer Integrated Machining and Black Forest Independent Porsche Repair. Motion to approve the budget is approved. Last Tuesday Social at Himalayan Cuisine is approved.

Tech Sessions: October 27 at DriveSkills in Oceanside is all set.

TT/DE: Next event Big Willow in September. DE October 12 at Fontana. Buttonwillow Double Crown event November 3 and 4.

Tours: Big Bear tour is scheduled.

Vintage Racing: Coronado Speed Festival is moving forward. Needs more volunteers to park cars.

Web Team/ eMaster: no report

Web/Forum: no report

Witness Team: New editor needed for 2013.

Unfinished Business:

Board Elections are being held in September, with the ballot in the September Witness, and results will be reported at the October Board meeting.

New Business:

Cars & Coffee Suggestion to have it in North County once a month in Carlsbad at the Outlet mall on the 4th Saturday. Motion to do so approved. Bev will add it to the calendar. The event at Krispy Kreme will be called Krispy Kreme and Cars.

Announcements:

Thanks to Tom & Susan for hosting

Adjournment: 9:37pm

Next Meeting: October 5



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