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



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On the Cover



A rare rainy day at the Q for the Fall SDR Driving School

WINDBLOWN WITNESS

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Up Front



By Greg Phillips

Yes, this is the last month of my tenure and final column. It has been exciting and stressful, but an overall enjoyable experience that I am happy to turn over to Bev Gould, our incoming

president. I hope that she enjoys the same help and volunteer spirit from our members that I have over the past year. And since this is Thanksgiving, I would like to thank the 2012 Board and Chairs who have done the real work through the year.

But before looking back, I would like to look forward. We still have the rest of the year to finish, along with the 55th Anniversary Dinner and the Driver’s Awards Party to enjoy. On December 1st we start with the Wounded Warrior Tour and there is also the PCA Tech Tactics on the 1st and 2nd at the PCNA Training Facility in Ontario. On the 5th we have our board meeting in Carlsbad and on the 7th is the Monarch School Family Dinner. The next morning is the Krispy Kreme & Cars, which is another great time to bring a gift for the Rady Children’s Hospital Toy Drive that is going on until December 16th when there is a Breakfast with Santa and then the toys are delivered to Rady Children’s Hospital. Our last autocross is a non-points event on December 15th in the West lot of Qualcomm Stadium. Our last event of the year will be Cbad Cars & Coffee at the Carlsbad Outlets on December 29.


January will start off with a bang as we have the Board Meeting January 2nd and then our first track event will be the Streets of Willow TT/DE on January 5–6. The next weekend will be the SDR 55th Anniversary Celebration on January 12. The next weekend will be the Zone 8 Banquet in Pomona on the 19th along with a Zone 8 Concours earlier in the day. The last weekend of January will be the Chuckwalla Valley Raceway TT/DE on January 26–27 and the Cbad Cars & Coffee will be on the 26th. The Driver’s Awards party will be February 2 at the Yardhouse downtown. Starts planning now as many of these events are available for registration already on MotorsportsReg.com.

The big news over the past month, at least for me, was the Buttonwillow Double Crown event. You can see the full article inside, but I wanted to thank some of the people who helped make it a success. Susan Brown and Cathy Young for registration, Ted Myrus and son Ted for handling the grid along with Ralph Linares, Susie Amundsen for assisting with timing and scoring, David Gardner and Mike Avitt for

handling the pace car duties, Steve Grosekemper for tech duties and covering for me while I was working with the races, Mike Mulligan for assisting the scrutineer and providing the scales, Mark Rondeau for announcing the races, Martin Lipp for publicity, Porsche Of San Diego for sponsoring the event shirts and providing the pace car Panamera, Ethan Dahlkamp for getting out the racers and providing a home for the weekend, and Roland Schmidt for logistical support with Seko Logistics. And especially to Jack Miller and Robert Baizer who did the heavy lifting in planning and for allowing me to add a PCA Club Race to their great event. And thanks to all the drivers who came out and made it a success. I hope we do another (or more) Club Race in 2013.

Looking back, I think we have had a successful year. Besides adding the PCA Club race, we also added a couple of monthly social events with Krispy Kreme & Cars and the Cbad Coffee & Cars that have started very well and been very popular so far. The autocross and TT/DE seasons went well, and the Performance Driving Schools were well attended and enjoyed. The Concours was a great event on San Diego Bay and the rally school and practice rally were a good start in bringing back a rally program to the region. The tours were also well run and attended, the only complaints were people wanting more. On the social side the monthly Last Tuesday Social has continued to be enjoyed and it was nice to have another Progressive Dinner to enjoy. The Tech Sessions were also well attended and had a broad gamut of topics for people to enjoy. The Motorhead evenings gave drivers a venue to share their photos and videos (as well as excuses) from the driving events. The Coronado Vintage races were well attended and hopefully we have resolved the conflict with our Willow Springs TT for the coming year. I missed not going and photographing the races. The cruise nights in Fallbrook and Encinitas along with the Eastlake Car Show provided another venue to meet and enjoy our Porsches. Charity did a great job with the Monarch School sock and underwear drive and now the toy drive for Rady Children’s Hospital.

Once again, thanks to the volunteers who make it all possible along with our many sponsors who help make it financially feasible to play with our cars. I am looking forward to 2013 and hope to see more and more members at our many events.

Finally, thanks to Jim Mazzola for his service as Witness editor, Royce Ann Myrick for Witness billing and Tom Golich as insurance chair who will be stepping down. Special thanks to our returning editor Susan Brown who will be the editor for 2013. We can always use more volunteers—think about where you feel you might be of service and let the Board know for 2013. 

Events: December–January

December 2012

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

07 Friday

Monarch School Dinner

5:00–8:00 P.M.
To volunteer please contact Kathy Alnwick at imthekaps@yahoo.com

08 Saturday

Krispy Kreme & Cars

8:30–10:30 A.M.
Come to socialize - Bring a new toy for our Rady Children’s Hospital toy drive 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.
Carlsbad Premium Outlets, 5620 Paseo Del Norte Suite 124, Carlsbad, 92008

January 2013

02 Wednesday

Monthly Meeting

6:00–9:00 P.M., dinner starts at 7 P.M. BYOB
Mike Brown’s home, 8849 Diamondback Drive, Santee, 92071

05-06 Weekend

Streets of Willow - Time

Trial, Driver’s Ed

Online registration at <http://msreg.us/SOW0113>

12 Saturday

PCA-SDR 55 years

Celebration Installation

Banquet

6:30 P.M. –11:00 P.M.
Hilton Harbor Island, 1960 Harbor Island Drive, San Diego, CA, 92101 Online registration at <http://msreg.us/SDR55th>

19 Saturday

Zone 8 Concours d’Elegance

and Banquet

11:00 A.M.–Concours; 6:00 P.M.–Banquet
Sheraton Fairplex, 601 W. McKinley Avenue, Pomona, 91768

26-27 Weekend

Zone 8/SDR Chuckwalla-

Time Trial, Driver’s Ed

Chuckwalla Valley Raceway, 25300 Rice Rd, Desert Center, 92239
Online registration at <http://msreg.us/CW0113>

26 Saturday

Cars and Coffee - Carlsbad

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

29 Tuesday

Last Tuesday Social -

Himalayan Cuisine

6:00–8:00 A.M.
7918 El Cajon Boulevard, La Mesa, 91942

02 February

Driver’s Awards Party

See flyer, page 29

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

Pick ‘Em Ups at the Auto Museum

By Michael Harris

The current display at the San Diego Automotive Museum features “Pick ‘Em Up Trucks.” This display will continue until the last week of January 2013. “Lowrider Legends” will open February 1, 2013. Some of the Lowrider display vehicles will also be displayed at the San Diego Auto Expo at the San Diego Convention Center from December 27–30. As readers may recall, San Diego Region had an absolutely fabulous display of beautifully maintained and/or restored Porches from early 356 models to late model 911-based race cars at the Auto Expo last year. The Museum’s Pickup Truck exhibit has also proven to be very popular. With trucks ranging in vintage from a 1910 Harvester International Carryall to a 1970 Ford off-road racer, there is definitely something of interest for all visitors.

On Friday and Saturday evenings, December 7th and 8th, the Museum will be open for Balboa Park’s famous “December Nights” celebration. The hours are from 5:00–9:00PM. All the park’s museums offer something special for the holiday season and the park will be full of revelers. The Auto Museum has been sprucing up for the holidays and the Hall of Fame area has just undergone a complete restoration. This is the area where the Porsche Club has held General Membership/Board Meetings in the past. New wooden flooring has been installed, the seating areas have been provided with new cushion covers, and the lighting is new and upgraded. Without chairs and tables the area looks huge, and with the wooden flooring, the area looks ready for ballroom dancing. SDAM also has set aside Friday, December 14th at 6:00PM for the Museum’s Annual Volunteer Party. Executive Director Paula Brandes announced appreciation for continued financial support from the City of San Diego and the San Diego Board of Supervisers, as well as a grant from the San Diego Unified School District to develop curriculum projects for nearby Roosevelt Middle School. Good news indeed. Just a lot going on at the museum.

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. Performance trucks include Rat Rods and a 1970 Ford off road racer. The ’70 Ford F100 Flareside is a Class A off road race truck built for Baja, California NORRA (National Off Road Racing Association) racing. Owner Ted Sumner of Valley Center explained that he built the truck on a shoestring. He chose a Ford because they are durable and there are lots of Ford pickups in Baja. If you break something, you can usually find a Ford truck part readily available. He took the stock truck, boxed the I-beam front suspension (welded another piece to

the existing suspension part, thereby creating a “box” beam and doubling the strength of the part for driving at speed over rough terrain), modified the 390CID V-8 by adding high performance heads, exhaust headers, a C-6 transmission, Holly racing carb, oversized shock absorbers, large off road wheels and tires with flared fiberglass fenders, a 32 gallon fuel cell, GPS, and a new ignition system. Sumner estimates the truck produces about 400 reliable horsepower. He noted that full-race factory built and raced trucks can cost up to \$500,000. His vintage racer was built for \$20,000 or so. The truck carries the driver and navigator in relative comfort. He carries spare wheels and tires and basic tools, food and water, but does not have a crew with a chase vehicle and spare parts. He said that of all the new parts he added, the only part that failed in competition was the new distributor. The truck stopped on the course and he diagnosed the issue as being a faulty ignition. He and his navigator walked to a nearby ranch and saw an older Ford pickup with most of the body stripped except the hood was still covering the engine compartment. They managed to get the hood up and saw the truck was powered by a 390 V-8 engine with the distributor still intact and mounted in the engine. The rancher came out of his house and Sumner offered two US \$20.00 bills for the distributor. The rancher said it was not enough but he would take an amount of pesos. Sumner took the pesos out of his wallet, paid the rancher and took the distributor off the truck and they were on their way. He also noted that the pesos were about 25% less than he had offered in American dollars so they got a good deal. Sounds like lots of fun.

A Model A Ford Rat Rod with built up flat head Ford V-8 is on display, painted matte black with red pin stripping. This truck asks “how low can you go?” and still be able to drive the vehicle. The coupe-pickup has a chopped top, sectioned and channeled body, and rolls on stock Ford wheels with beauty rings and dog dish chrome plated hubcaps. This is a very classic look. You can see the aluminum heads and hot rod two-pot intake manifold mounted with twin Stromberg carbs. Beautiful truck. Visitors can also watch a video featuring dragster pickups, street rods, a modern pickup with a jet engine mounted in the bed out accelerating a jet fighter, a Rat Rod powered by a hemi V-8 with two four barrel carburetors mounted on a ram intake manifold, and a lot more. The sound track features Booker T and the MGs playing “Green Onions” that provides a great background for all the action.

Custom trucks are not ignored either. A 1955 Ford Custom pickup has one of the best paint jobs in the collection. Newer personalized trucks are represented by a two-owner 1978 Chevrolet El Camino in black. This 1978 El Camino was the first year for the last of the El Camino series trucks. Based on the Chevelle series, this model was significantly smaller and lighter

than the 1977 El Camino it replaced. The 1978 and later El Caminos had a 305CID displacement V-8 if sold in California. Larger 350 V-8s were placed in El Caminos that were sold in states outside California. The display El Camino had 145 horsepower at 3,800RPM and ran through a 3-speed automatic transmission. The truck sold new for \$4,843. The current owner purchased the truck from a relative who would buy a new vehicle every several years. That is, until he bought this El Camino. He loved the truck and took excellent care of it. The current owner had the truck repainted in the original color of black and the vehicle really sparkles. We were told the truck would be for sale at the end of the display. Anyone interested in a well maintained near new looking 1978 El Camino should contact the owner through the museum.

The museum has created a display for one of the more interesting trucks, a 1928 Model A open roadster pickup. This truck is displayed in a work/farm setting. The Model A looks as though it has led a working 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 handles have been replaced with glass door knobs that you might find in a 1920s house. A water bag graces the front radiator in case you might need water for an overheated motor. The in-line Ford 4-cylinder L-head engine has been modified slightly to increase the power by adding a high compression head, and two carburetors off a 1932 B Model Ford. The truck also has a Columbia two speed rear end to give the three speed manual transmission 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. 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, black with cream lettering and trim. The truck is very rare as Ford only made this model 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 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 year 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.

Most of the display trucks have been fully restored. In this writer’s view, the best restoration is of a 1947 Dodge WC ‘Job Rated’ pickup in red and black with a freshly refinished oak bed. One notices that this truck has no arm rests, no visors, and 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. Other historically significant trucks include a dark green 1950 3100 “Advanced Design” Chevrolet, a 1967 Datsun small pickup truck, and a very rare 1930s model American Bantam mini truck in green and black. Truly a wonderful collection. 📷



Beautiful restoration of 1947 Dodge WC “Job Rated” pickup



Ford Model A Rat Rod pickup with built up flat head V-8

Back-to-Back Social Events

By Rich Fatuzzo

Although it doesn't happen all the time, our club has many diversified events that sometimes have to be scheduled either on the same day, at the same time, or in this case "Back-to-Back." The Back-to-Back events were the Porsche/Audi of San Diego "Oktoberfest" on Friday, October 26th from 3:00 to 8:00 P.M. at their automotive facilities on Miramar Road, and then early the next morning from 7:00 to 10:00 A.M. in North County, the "Cbad Cars and Coffee" at the Carlsbad Premium Outlet Stores near I-5 and Palomar Airport Road. The diversity of both these events was only the distance from one event to the other, since the common ground was "Cars, Coffee and Food".

For the Porsche/Audi "Oktoberfest," I actually arrived an hour-and-a-half early. And, why not, when you combine beautiful Porsche Cars with German food, beer and wine, and add in some German music, I'm there! Even though we all love viewing Porsches, "it's not always all about the cars." A European delicatessen from Lakeside called Sausage & More, catered the food, which included Bratwurst and hot Polish sausage, German potato salad, sauerkraut, huge German pretzels and German mustard. All this delicious tasting food was fun to eat. If that wasn't enough, you were able to wash down this great food with a wide selection of German beers and some select wines that were served to us by Saul Paniagua and his staff of Campine Catering, which is located in San Diego. While we ate and drank and socialized, we also listened to an authentic German-American band, "Our Sons," organized in 1975 and dressed in native Tyrolean outfits playing popular German songs. Throughout the afternoon and evening, there were about 200 PCA-SDR members, Porsche and Audi customers and their friends who took advantage of this very enjoyable event.

Then less than twelve hours from the end of the Porsche of San Diego Oktoberfest, on Saturday morning, October 27th starting at 7:00 A.M., there was a tremendous turnout when PCA-SDR members and Porsche car owners gathered at the Cbad Cars and Coffee event. There were over 50 Porsche cars and about 70 people that showed up for this event. We again had a few Porsche owners come down from Orange County and L.A. to be with us. The highlight of this event was when Bill Siino and his wife Vida (PCA-SDR and FOC members) showed up in a red 2003 Enzo Ferrari (Bill) and a speed yellow 2005 Carrera GT (Vida).

And again, just like last month, we had a whole section of the Carlsbad Premium Outlet Stores south parking lot just for Porsches. The Dodge Viper Club had about 15 cars parked next to our cars. Altogether there were about 150 Cbad Cars with about a 55%-45% mix of Euro to American cars at this event. While most people stayed to admire all the exotic cars, we

did have eighteen Porsche owners walk over to Ruby's Restaurant to eat breakfast in an area that had been reserved for the Porsche Club. There, charter members Jack and Ginnie Chase joined us and we talked with them about their many Porsche experiences over the years.

Thanks to Joe Allis and George Athan and all of their staff at Porsche/Audi of San Diego that helped make the Oktoberfest such a fun event, and also a big "thank you" to the Staff at Ruby's Restaurant, especially, Jenifer, Cat and Liz, and also to the Starbuck's staff for their efforts in welcoming our PCA-SDR members and Porsche owners. So if you missed this one, try to attend next month's PCA-SDR Cbad Cars and Coffee get-together at the Carlsbad Premium Outlet Stores on the last Saturday of the month. 📷



Crystal and Olga of Sausage & More serve huge pretzels



Joerg Ineichen loves displaying his silver 1958 Speedster



Greg Phillips doing a "Photo-op" of Oktoberfest guests



Eat, Drink and Socialize



Porsche cars start lining up...



...with three generations of 911s on display



A beautiful 2005 Carrera GT owned by Vida Siino



Bill Siino and his exotic 2003 Enzo Ferrari

Buttonwillow Double Crown

By Greg Phillips

Buttonwillow Double Crown: a tale of two events. It was the best of times; it was the worst of times, to steal from Dickens. On the one hand we put on our first PCA Club Race at Buttonwillow Raceway and we had a very good turnout and great racing! On the other hand, my transmission died on Sunday morning and I ended up driving another car for timed runs!

And then there was the jinx of garage 5.

But let's concentrate on the positives. When I asked the board in June to add a club race to our TT event, I had some idea what I was getting into, but not a clear idea. With lots of help, it came together nicely. Our overall attendance with TT and club race was greater than any event since 2008. The weather was great for the entire weekend, dry with just a little dust. The club racers had 3 sprint races and a 60-minute enduro to cap off the weekend. The TT groups finished off the SDR season on a high note with some close competition and a few dirty cars.

The weekend started off with a change in routine. While Steve would be trailering the 911SC from Dieter's Porsche, I was driving up earlier in my Expedition. Since the club race enduro was after the timed runs for the time trial, it allowed him to leave sooner rather than waiting for me to finish up my job as the club race chairman. While I was missing traffic on my drive, a caravan followed with Dan Chambers, Steve, Cathy Young and Mark Rondeau working their way north through LA.

I arrived just after lunch at the Friday DE put on by Grand Prix Region and started getting things in order for the club race. Jack Miller and Robert Baizer had done most of the heavy lifting of logistics for the event, but there were some club-race-specific issues to work out. First, I had to drive to Wasco to show my new credit card to the Best Western, where the national staff was staying. I had made all the arrangements

previously, but then my credit card company had cancelled my card and sent me a new number and I had to start over with the Best Western. It was a good drive to check out a new lodging for Buttonwillow. It is a few miles north and east of the track and a very nice new facility. Much better than anything at the usual Buttonwillow exit for lodging.

Next was a discussion with the track operators, who recommended only having a single ambulance on-site as they could bring in another ambulance in a short time if needed. When the steward, Bruce Boeder, arrived, I asked him if that was a possibility, and after a discussion with his staff they agreed to have a single ambulance on-site with the provision that the track would be cold until the back-up ambulance arrived if the first ambulance was needed for transport.

While the caravan arrived and was unloading, I was working with Ted Myrus and his son Trevor, who were going to be handling our grid for the races. While most of the activities of the Club Race were similar to our time trials, gridding was not one of them. Other than getting lined up for timed runs, it was just drive into the hot pits and get flagged onto the track. We had planned to use the eastern paddock for the gridding. Unfortunately some of the DE groups were also using that area but it was mostly empty, so we looked at the markings and tried to figure out the easiest system to get everyone in the right spot on the grid. We marked off the rest of the lot to keep it clear and planned to use the numbered spaces already painted on the grid. It was almost a good plan.

After we found the national equipment boxes that Robert Murillo had brought out from Texas, the scrutineer Jeff Burger and Franklin Kalk for timing and scoring were getting set up. Susie Amundsen would be working with Franklin for the weekend and Mike Mulligan was working as the scrutineer's assistant and had also provided the scales to verify weights of the different racers.



Cathy Young was handling on-site club race registration after the DE ended, and then the Porsche Panamera pace car arrived. The pace car was being supplied by Joe Allis from Porsche of San Diego, arriving on a flat-bed trailer, and needed my signature so that Mike Avitt, our pace car driver, could start checking out the Panamera. It arrived in very nice event graphics and added a nice touch to the proceedings.

Ethan Dahlkamp's trailer rolled in with his Boxster and after unloading the car, he parked it next to Garage 5. There it would serve as the track residence for Ethan, Steve, Mark and me. The rest of Team Dieter's arrived as Jim and Jad Duncan's 996 and Ralph Linares Boxster drove in for the event. They also unloaded and Ralph changed his tires to get ready for the next day. Most of the team had to finish our tech and then registration with Robert for the TT, while Ethan and Jim were Club racing. As the evening quieted down and only the campers were left, Mark set up the grill and soon had some salmon going for dinner. Steve finished prepping the cars and then we turned in early for an early start to a busy weekend.

The next morning the cars slowly started trickling in as we woke up and had a quick breakfast. Cathy soon arrived and helped finalize registration before the racers meeting with the steward at 7AM in the timing tower. After the racers meeting it was time for the TT meeting with Jack and Robert. After a small delay for the arrival of the safety teams, the club racers were flagged off for their practice session.

Next up was Steve in Red run group. We were running practice tires but the newer front tires turned out to be much better than the rear tires. He initially thought it was just cold tires but even after the warm-up laps, Steve had a few exciting moments that would make the highlight reels. As he came over Cotton Corners and accelerated towards the Bus Stop the rear stepped out and a major tank slapper ensued, but after several oscillations and just a little dirt tracking he gathered it up just in time to make the turn in for Bus Stop. After finishing another lap he decided to come in and put on some better rear tires.

After warning me to take it easy, I was out for a few laps in Orange while he was pulling the newer tires off the trailer. He was right, not much grip in the rear even with better tire pressures. After a few laps I came in and the tire swapping was started.

While Cathy was out in Yellow we started to set up the race grid. Luckily it was just practice as we needed practice too. There was some delay but we soon had them flagged off. The Hockett's noted the grid problems and were kind enough to move their motorhome out of the lot for us to open up more space.

But our grid problems were not over yet. When it was time to set up for qualifying, we were still having problems getting everyone through. When the racers were wondering if it was practice session for driving

or gridding I knew we needed to make some changes. After discussions with the stewards we felt we needed a little more help, so I volunteered Ralph Linares to join the grid team, and we also planned to call the racers to the grid earlier to allow more time. Those changes and a little practice made all the difference. By the time we were gridding for the races in the afternoon it went much better.

The TT sessions were going well after we had the better rear tires. Red run group had a couple of very quick X cars, with Isaac Schumacher seeming very quick in his BMW at 1:56.66 until you compared his times to Billy Johnson in a Time Attack Acura NSX with lots of aero and big turbo power. He was only good for a few laps at a time, but they were blindingly fast at 1:47! He was 10 to 15 seconds a lap faster than everyone else. Behind him was Jad Duncan's CC13 996 at 2:04, Mike Avitt's CC14 GT3 at 2:05, with Jack Miller (X) and Mark Rondeau's CC9 911 SC at 2:08, and Jim Binford's CC15 911 at 2:09. Mark was following up his "clean" success at Willow Springs in the Silver Bullet and going quickly. Glenn Marlin was also back running in his CC15 993 after a hiatus and was quickly sorting it out.

My next session was a short one as we got back on schedule, but I had improved my pace with better tires and was down to 2:13.71, just ahead of George Taylor's CC12 911 2:13.85. By the last morning session, Steve had the tires and suspension adjusted and dropped his times to 2:07.09, just behind Mike Avitt's 2:07.06, and just ahead of Jim Binford at 2:07.31, Mark at 2:07.42, and Jack Miller at 2:07.89. Fred Yip was down to 2:02.45 in his CC16 911 and Jad was at 2:05.19.

My next session was also a good one as I dropped down to 2:12.30, but now George was ahead at 2:12.04, with Joel Silverstein (X) right behind at 2:12.63. Leading in Orange was Michael Brown's CC15 911 at 2:07.31 and Jay Barton's CC12 911 at 2:11.04. There was also a pack of drivers at 2:16 with Tom Mueller (CC9), Dave Hockett (CC6), Jim Hicks (CC5) and Dan Chambers (CC11).

Over lunch I got a nice track tour from Mike Avitt in the Panamera. It is a very nice handling sedan with four doors but still a Porsche. After Cathy's lunch sandwiches it was time for Ralph and I to head for the grid and get the racers set up for their first race. Since there were no rookie candidates, they decided to skip the practice starts and add another sprint race. The extra time and practice helped and they were soon leaving behind the Panamera. Mark Rondeau was up in the tower as the announcer when the field got the green flag and it was officially a PCA Club Race. I will review the race results in a later section.

After the race it was time for Red to head out again. Billy Johnson was still running 1:47's. You might wonder who he is. Billy is an American professional race car driver competing in the Grand-Am Continental Tire Sports Car Challenge GS class for ROUSH Performance in the #61 Ford BOSS 302R

Mustang with co-driver Jack Roush Jr., and Turner Motorsports in the #94 BMW M3 in the ROLEX GT class with co-drivers Paul Dalla Lana and Bill Auberlen. In the amateur group, Fred Yip was down to 2:02.15 and Jad was right behind at 2:02.89. Steve was next at 2:06.26 and Bob Mueller followed at 2:06.92, and then Jim Binford at 2:08.52. Mark had dropped off to 2:10.51 and Mike Van Zandt's CC16 944 Turbo had improved to 2:09.47.

I was out next in Orange and it was a busy session as I had a good chase with the Lotus of Monte Griffiths. Michael Brown was still pacing our group at 2:08.43 and George Taylor had improved to 2:09.78. Monte had a best of 2:13.51, and I was right behind at 2:13.66, with Dan Chambers next at 2:13.96. Yellow was out next with Cathy Young deciding she needed to explore more of the track. The trick to having a good off is to have good photo or video evidence of the event. She went off at the exit of Cotton Corners, right in front of the track photographer, who got a great sequence. Just going off, sideways with a huge wave of dirt and then driving off after the dust had settled. She will be carrying traces of Buttonwillow dirt for decades. After getting her pictures taken back in the pits, she was off working with the air hose to try and blow off as much as possible and then drive down the freeway to eliminate the rest. It helped but it was she was still a dirty girl.

Steve was out in Red next and was second in the session at 2:07.57 behind Fred Yip's 2:03.00 and just ahead of Jim Binford and Mike Van Zandt. There was a clump of drivers at 2:09 with Jack Miller, Glen Marlin, Mark Rondeau and Robert Baizer.

Next up was the Sprint Race, which would count towards Rennpoints for the weekend as well as the enduro. There were a few drivers who were using the last club race of the year to improve their standings for the 2012 season. Grid went well again and the Panamera was again leading the pack to the green flag. There was a little more drama in this race as everyone was pushing hard for the points. Stay tuned for the results.

I wish I could say the rest of the afternoon went smoothly, but it did not. I started well and had a good session after the race, dropping my time down to 2:11.09, just ahead of George Taylor's 2:11.18 and Dan Chambers' 2:11.44. The car felt well and the cooler temperatures seemed to help with grip. But then it went wrong. Steve went out in his last session and on cold tires locked up a front tire and flat-spotted it to the tread. He came in and we pulled down our last practice set and put them on for me to go out for my last session. It must have been contagious as I also locked up and flat-spotted a front tire at the start of my session and that ended my day.

Back in the pits we looked at our tire options and they were thin (and flat). We did not want to put on the good tires for timed runs yet but were low on options,

so Steve looked further afield and found a set of front tires from the Duncans that might fit, even on their wheels. He mounted them up with spacers and we were set for another day, or so we thought.

I headed over to take a quick shower before the sun went down and it cooled off too much, and felt much better. I collected the radios from the corner workers and staff and started charging them in the garage. Dinner was lasagna, and while it was cooking we set up the LCD projector in the garage and looked at some of the day's video for critique as well as entertainment. We did not have to turn in as early as we got an extra hour with the time change.

The next morning the racers got to sleep in as their first warm-up was at 10AM. Red run group was out first at 8AM and Steve was taking advantage of the cool weather and the "new" tires. He did not quite beat Jad with his old tires, but he did drop his time down to 2:05.97, with Jad running a 2:04.25. Fred Yip was again the leader at 2:03.39. Unfortunately, on Steve's last lap while coming up through the Esses the transmission made a bad noise and he lost power and was able to coast into the pits where the final diagnosis was a broken transmission, probably 3rd gear. It must have been due to Jad's tires. Well, at least now I had more time for photography and the club races.

While my Orange group was out running I finally got some picture of that group as well as the Yellow session. Michael Brown was still leading at 2:07.99, with Otto Obrist running next at 2:11.46, but not in his usual 944 Turbo but a red 968. He also had some bad luck as his Turbo had a broken spindle and was done for the weekend. Dan Chambers was next at 2:12.18, with Craig B. next in his CC10 GT3 at 2:12.59, and then the CC5 944 of Jim Hicks at 2:13.64. The next Red session had times dropping as Jad turned a 2:02.93 to beat Fred Yip at 2:03.26 and Bob Mueller at 2:04.85. Mark Rondeau was holding onto his practice tires this time and was steady at 2:09.48. And in Orange also, Dan Chambers put on his better tires and was down to 2:07.99, followed by George Taylor at 2:10.74 and Otto at 2:11.04. In Yellow, Frank Powell was leading in his CC7 911S at 2:14.06, with Jerry Hoffman next in his CC9 911T at 2:14.28, and then Angel Avitt's CC14 GT3 at 2:15.48 and Don Adams CC8 996 at 2:17.31.

As Yellow was finishing the racers were on the grid and then out for their warm-up session. Red was up next for their final morning session. Billy Johnson had slowed to 1:50.98, but Fred Yip had improved to 2:01.27, and Glenn Marlin was down to 2:04.09, just ahead of Bob Mueller at 2:04.11 and Jad at 2:04.19. Steve went out in Dan's 911 SC and turned a 2:07.44 to just nip Mark Rondeau at 2:07.49. Robert Baizer also nipped Jack Miller 2:07.31 to 2:07.71 in the Lotus Exige class.

In Orange, Michael Brown turned his best lap at 2:06.43 and Dan was down to 2:09.18, just ahead

of George at 2:09.37. In the mid-pack, the Hockett Boxster Brothers were going strong with Dave leading Dan 2:14.73 to 2:14.80, and then Rick Sylvestri's CC7 911 at 2:14.98 and Ralph Linares CC7 Boxster at 2:15.47. It would set up some interesting battles during timed runs.

While Yellow was out on the track we were setting up the grid for the sprint race. Unfortunately, we had grid sheets based on finishing position of the previous race rather than fastest laps of the previous race. After a complaint, we checked with the stewards and then had to make some changes. Rather than try and move each car, the steward had us send the racers out and back around while they printed up the correct grid sheets. When the new sheets arrived, we had the grid properly positioned in just a few minutes and were then able to send them off behind the Panamera pace car and on to the green flag.

After the race came the lunch break and then the drivers meetings. TT met first as we reviewed the timing procedures for the afternoon. Mark had agreed to let Steve and I both drive his car for timed laps as our car was now on the trailer. Dave Hockett also handed out a few agricultural John Deere awards to Mark Bray, Don Adams, and Frank Powell.

The club racer meeting was next as they also reviewed the enduro timing and pit procedures but also handed out some awards. Ron Palmer received the corner worker's choice for the Saturday points race, and Simon Peck also was honored by the workers for the Sunday sprint race. There would be one more award for the enduro.

After lunch were the final TT practice laps. Yellow was out first and apparently Cathy felt slighted in her agricultural aspirations. Steve had asked her during lunch if he should leave out the air hose and nozzle, but she said it was safe. She was wrong. She overcooked coming into Bus Stop and was loose all the way through until she completely lost it on the exit and put down another huge dust cloud. She was now Jane Deere, the Dirt Devil. The rest of practice was uneventful, although Steve took out the Silver Bullet to renew acquaintances.

Next were the timed laps. The fastest drivers were called up to the grid and then flagged off in groups of 5. Some of the club racers had also signed up for timed laps and added some excitement to the proceedings. They wanted to see how fast they could be without traffic. Apparently they were quite fast, as they ended up taking two of the top three places. Bill Dawson's CC16 911 Turbo took TTOD at 1:59.11, and Ron Palmer was 3rd at 2:02.00 in his CC16 911. Second went to Jad Duncan's CC12 996 at 2:00.79. Glenn Marlin knocked off the rust and ended up 4th at 2:02.86, ahead of Fred Yip's CC16 911 at 2:03.06, Bob Mueller's CC12 911 Carrera at 2:04.91, and Jim Binford's CC15 911 Smurf at 2:06.23. Rounding out the Top Ten were Mike Avitt's CC14 GT3 at 2:06.55, Jack Miller's Exige at 2:06.84, and Michael Brown,

also in the Smurf car, at 2:07.19. He is pushing Binford harder each event.

In the Silver Bullet Class, Mark Rondeau took CC9 at 2:07.34; Steve took CC11 at 2:10.23 to beat the Black Beauty 911SC of Dan Chambers at 2:11.18. I took care to bring Mark's car home safely and ended up 3rd in CC11 at 2:19.28.

In CC5, Jim Hicks beat Cathy 2:12.74 to 2:28.97 in her dirty Targa. In CC6 Dan Hockett took revenge on brother Dave 2:13.65 to 2:14.64. Dan also took the SDR season 94 to 92. In CC7, Paul Young came over from the club race to turn a 2:08.90 to win and also take the class championship for the season. Frank Powell was 2nd at 2:12.73, followed by Rick Sylvestri at 2:14.06 and Ralph Linares at 2:15.95. Don Adams took CC8 at 2:18.57 and also took the season.

In CC9 it was Mark Rondeau, but Daniel Carusillo held off the late charge from Mark to take the season 46 to 40. In CC10, Craig B. was the winner at 2:12.28 over Chuck Sharp at 2:14.45. But 2nd place was enough for Chuck to take the season 84 to 72 over Don Middleton, whose motor is being repaired and was not able to make it.

In CC11, Steve took the season with 100 points and I ended up second at 79. In CC12 GeorgeTaylor took the season over Ethan Dahlkamp 61-40, but ended up in second at 2:08.58 behind Bob Mueller's 2:04.91. In CC13 it was Jad Duncan over Jim Duncan 80 to 61 for the season. In CC14, Mike Avitt took top honors over Angela 82 to 52. In CC15, Jim Binford held off Michael Brown 52 to 41 for the season crown, and in CC16 Fred Yip at 49 took the season crown over Jesse Menczer's 40 and Jae Lee's 37.

And now for the club race results. The first practice session was uneventful except for Bill Dawson and Ethan Dahlkamp. Ethan was following when Bill's rear bumper came loose and flew up and into Ethan's Boxster, flying over his windshield and hitting his rear wing, bending the left aluminum upright and putting a ding in the wing. He was able to get it repaired and Bill was able to finish the weekend without his rear bumper.

In the second practice they started picking up the pace in the cool air. Bill Dawson was leading the way in his GT1R Turbo with a 1:58.79, followed by Ron Palmer's GT3R 911 at 2:03.79, Ethan Dahlkamp's GT4S Boxster at 2:04.149 and Darrel Troester at 2:04.156. Randy Gates had turned a 2:05 and was just ahead of Jim Duncan and Roland Schmidt. Simon Peck was leading the Spec 911 group at 2:11.727 and Andrew Forrest led the Spec Boxsters at 2:10.693.

In the qualifying session it was Bill Dawson leading the way again and taking the pole at 1:58.968, followed by Roland Schmidt's GT3S 911 at 2:01.970, Ron Palmer at 2:03.297, Ferd Caneiro's GTA1 at 2:03.753, Ethan at 2:04.382 and John Payne's GT3S 996 at 2:06.473. Peter Czajkowski was next in his

GT3S 911, and then Paul Young in his D stock 911SC at 2:09.802. Rounding out the top ten were Kenneth Greenberg's GT3R 993 and Jim Duncan's GTB1 996. Andrew Forrest was the quickest Spec Boxster at 2:11.391 and Robert Murillo led the Spec 911 group at 2:11.648. Unfortunately, we also had our first car to car contact as Randy Gates had problems with his brakes and ran into the rear of Darrell Troester, taking them both out and earning Randy a 13/13.

The first sprint race was originally to be practice starts and a fun race but since there were no rookies, it was converted into a short sprint race to fit in the allotted time. Ron Palmer (GT3R) started from pole and was able to stay in front to the end, with Roland Schmidt (GT3S) close behind, followed by Peter Czajkowski (GT3S), Ethan Dahlkamp (GT4S), Garrett Guess (GTB1), Kenneth Greenberg (GT3R) and David Quesnel (GT3S). Paul Young (D) was next with Simon Peck taking Spec 911 ahead of Tony Mazagatti. Andrew Forrest took Spec Boxster with Doug Boccignone (SPB) and James Koning (SPB) in tow. Time Meyer took SP1, just ahead of Willima Pickering (SPB) and Chuck Sharp (SP1). Vince Knauf took F stock and Mike Mulligan GT6R.

The next race was Saturday afternoon and would be the Rennpoints sprint race, with a full grid. Bill Dawson's Turbo pole position and power led from the green flag but was passed by Ferd Caneiro on the first lap. He led until the 12th lap when Bill was able to take back the lead and keep it all the way to the checkered flag, a few seconds ahead of Ferd, who also had the fastest lap of the race at 2:00.148. It was a little busier behind the leaders. Ethan Dahlkamp had qualified well but was passed by Peter Czajkowski on the first lap, and then on lap 3 went wide in Sunset and dropped a wheel into the dirt. He kept his foot in it and did not lose much time, but a couple of positions. Now he was doing the chasing, and unfortunately in lap 5 he was trying to pass Jim Duncan on the inside of Riverside when there was contact that spun Jim off track and took both of them out of the race. Ethan just had some mild paint transfer, but with his 13/13 his weekend was done. Jim had a broken wheel stud but they were able to repair the damage and continue his weekend.

Roland Schmidt (GT3S) and Ron Palmer (GT3R) had a good dice throughout the race, with Roland ahead by a second at the flag. Peter Czajkowski led the next group with John Payne and Kenneth Greenberg close behind on the lead lap. David Quesnel (GT3S) took 8th and Paul Young (D) was 9th overall, and Robert Murillo (SP911) rounded out the top ten with Tony Mazagatti and Simon Peck on his tail at the flag.

Other class winners were Andrew Forrest in SPB, Garrett Guess in GTB1, Doug Turnquist in SP3, Ed Mineau in F, Tim Meyer in SP1, Bob Jones in E, Mike Mulligan in GT6R, and Jime Noe in GT5S.

On Sunday, after a morning warm-up, the last sprint race was flagged off before lunch. Ferd Carneiro (GTA1) started from the pole and was able to stay ahead of Bill Dawson's Turbo (GT1R) until half way through the race, when Bill finally got by and went on to the checkered flag with Ferd close behind. It was a similar story for 3rd and 4th, as Ron Palmer (GT3R) started ahead of Roland Schmidt (GT3S), but Roland finally made the pass on lap 11 and stayed ahead of Ron to the end.

It was a more exciting race for 5th place. Peter Czajkowski started 5th on the grid but was passed by John Payne, up from 7th. John then dropped out and Peter was back in 5th. Jim Duncan had started 8th and had moved up with Payne's exit. He was behind Peter and Kenneth Greenberg until the 10th lap, when they all came up on lapped traffic coming into Star Mazda. Jim attempted a pass and unfortunately came into contact with Peter, taking him out, and Jim had to retire shortly after. Kenneth (GT3R) carried on holding onto 5th.

David Quesnel (GT3S) started 10th but was able to pass Paul Young (D), and with the retirements came home in 6th with Garrett Guess (GTB1) taking 7th and Tony Mazzagatti (SP911) in 8th. Paul Young held on for 9th and Simon Peck (SP911) rounded out the top ten. In Spec Boxster, Doug Boccignone was 11th, just ahead of Doug Turnquist (SP3) and Andrew Forrest (SPB). Other class winners included Ed Mineau (F), Tim Meyer (SP1) and Jim Noe in GT5S.

The last race of the weekend was the 60-minute Enduro, which included a mandatory 5-minute pit stop. Ferd Carneiro (GTA1) was again on the pole, and once again led Bill Dawson (GT1R) at the beginning of the race until his pit stop, when Bill went by.

Unfortunately, Ferd was penalized for speeding on his pit stop and had to make a stop and go penalty, and Bill took advantage, staying out front to the checkered flag, even with his pit stop. Bill cut his pit stop almost too close, but was 5:00.30 on the money.

Kenneth Greenberg (GT3R) started in 3rd and then turned the car over to its previous owner, Les Long, at the pit stop, who brought it home comfortably in 3rd. Peter Czajkowski (GT3S) redeemed himself as he got his car back out and made the Enduro, bringing it home in 4th in front of Doug Turnquist (SP3). Next was the fleet of Spec Boxsters led by Doug Boccignone, with Andrew Forrest and James Koning in close pursuit. Tim Meyer was 9th to take SP1 in front of Chuck Sharp, who rounded out the top ten. Vince Knauf and Mike Mulligan shared Vince's 944 Turbo to take F.

At the end of the day it was time to take down the equipment and pack things up. Ted Myrus helped out with transporting the National equipment back to San Diego so that Roland Schmidt would be able to ship it back using Seko Logistics. Thanks to all the

volunteers who made this possible.

And what about the jinx of Garage 5? The bad luck included Ethan Dahlkamp, who got hit by a rear bumper and then had contact with Jim Duncan to end his weekend. Jim Duncan had the above contact with Ethan and then his contact with Peter Czajkowski to end his weekend. Cathy Young had the Jane Deere moments as she went off as the Dirt Devil. Steve Grosekemper and I each flat spotted a set of front tires and then the transmission died Sunday morning. So it was the worst of times in a great event.

This marked the end of the 2012 season, but we will soon be starting 2013, as the first event will be January 5-6 at the Streets of Willow, and then the last weekend of January at Chuckwalla Valley Raceway. Both of these events will include DE as well as time trial, so everyone is welcome to come out and play. Start planning now. 🏁



Jack Miller at the driver's meeting



Mike & Angela Avitt in Panamera Pace Car



Cathy Young is the Dirt Devil



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Events feature separate DE and TT run groups (unless otherwise noted). For two day events, each group will get practice sessions all day Saturday, plus morning and early afternoon Sunday. Optional timed runs for TT'ers.
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Car must pass Tech (pre tech is strongly encouraged)
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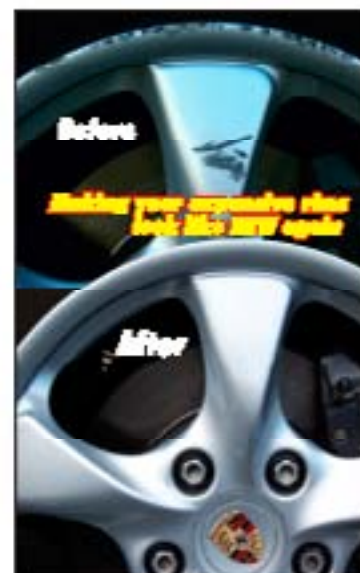
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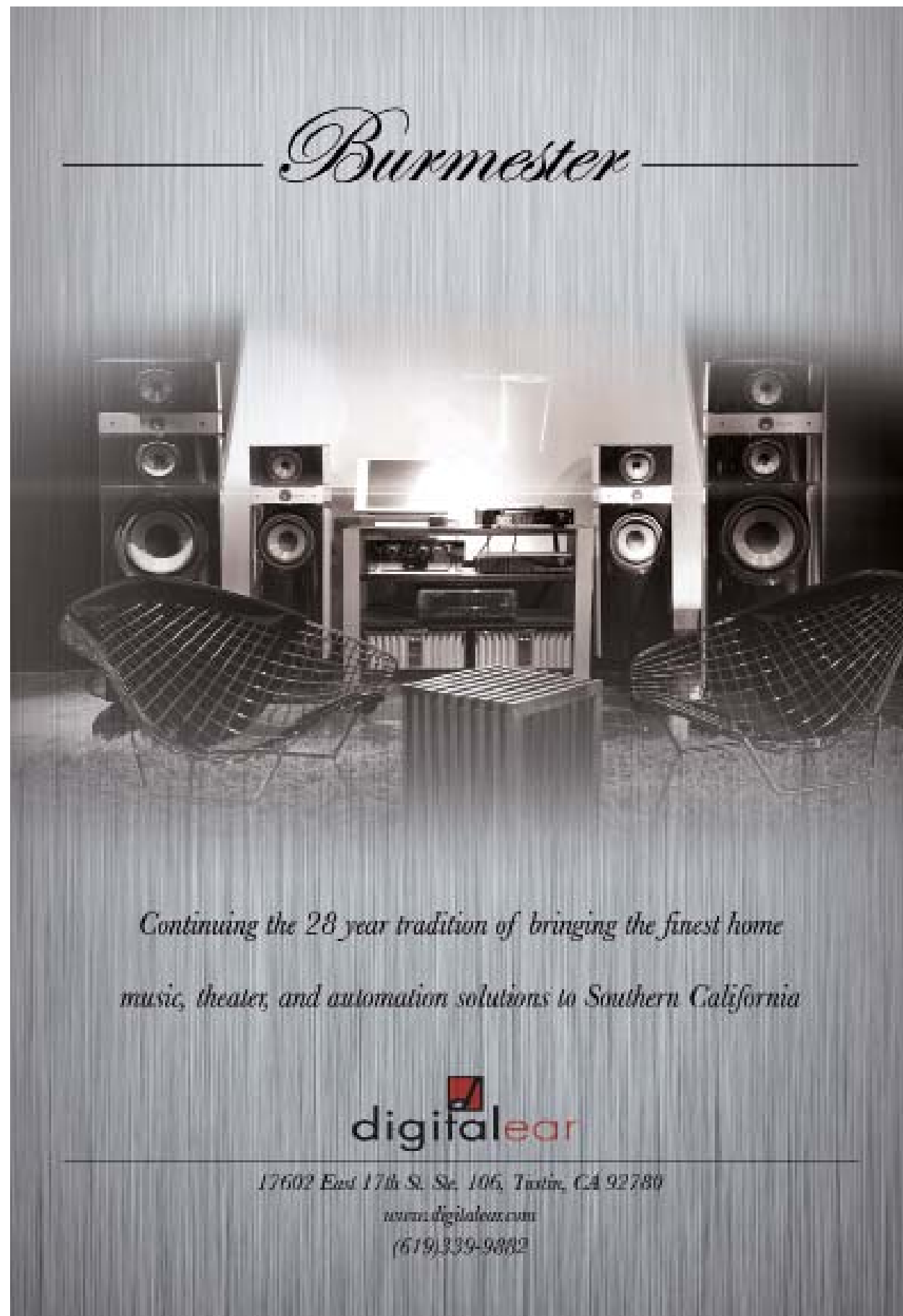
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1982 911 SC, 930 Wide Body

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Porsche just passed smog on 8-17-12. Runs excellent, recent 915 trans rebuild, new clutch, new interior, recent paint. Also has turbo wheels, new stereo. Wide body is metal. Engine 98,000 mi. All work done locally. Asking \$15,500 (619) 869-9883

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

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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

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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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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



2003 911 Cabriolet Price reduced to sell fast! I just bought a 911 Turbo and need to sell my beautiful Lapis Blue 911 Carrera Cabriolet with full leather, grey interior. This car is in excellent condition inside and out. Upgraded Bose sound system, dual power heated seats with memory settings, LoJack, recent clutch and high performance tires. Transferable CarMax warranty to 12/2013 or 100,000 miles. This warranty is great and has come through on payment for all repairs. All scheduled maintenance documented. 72K miles, \$24,900. (760) 846-0637

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86 Carrera \$14k bo Guards red, rollbar, spare rims, r-comp tires, street legal, harness, ducktail, momo seat, etc. 714-280-3608

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Wanted dead or alive 3.2 Carrera coupe. High miles ok. I also buy race cars. Mark Kinninger (619)733-5500 kinninger@cox.net

Wanted: Porsche or other car memorabilia/automobilia/parts. Also wanted, Porsche 356 or early (pre 1974) 911. John 619-667-3826 or www.johnstraub.blogspot.com

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BEFORE THE ZONE 8 ANNUAL BANQUET

CAR PLACEMENT: 11:30 AM
JUDGE'S MEETING: 2:15 PM
JUDGING STARTS: 3 PM

JUDGED ENTRY: \$35 (BY 1/12)
\$45 (AFTER 1/12)
DISPLAY: \$10

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NAME: _____
ADDRESS: _____
CITY: _____ STATE/ZIP: _____
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OTHER PHONE: _____
PCA MEMBER? _____ REGION: _____
CAR TYPE: _____
YEAR: _____ BODY STYLE: _____
COLOR: _____ CLASS: _____

CAN YOUR CAR REMAIN ON SITE UNTIL THE END OF THE Z 8 BANQUET? YES NO

ARE YOU INTERESTED IN WORKING ON A JUDGING TEAM?
AS A RUNNER OR TIMER: YES NO
AS A JUDGE: YES NO

JUDGES SHOULD, AS A MINIMUM, HAVE ATTENDED ONE ZONE 8 JUDGING SCHOOL AND BE FAMILIAR WITH THE ZONE 8 CONCOURS COMPETITION RULES, AVAILABLE AT [HTTP://ZONE8.PCA.ORG/RULES.PHP](http://ZONE8.PCA.ORG/RULES.PHP), AND THE MATERIAL CONTAINED IN THE ZONE 8 JUDGE'S MANUAL, AVAILABLE AT [HTTP://ZONE8.PCA.ORG/EVENTS_CONCOURS.PHP](http://ZONE8.PCA.ORG/EVENTS_CONCOURS.PHP). ADDITIONAL INFORMATION ABOUT CAR CLASSIFICATION IS ALSO AVAILABLE IN THE ZONE 8 CONCOURS COMPETITION RULES.

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Membership

| New Members | | |
|--|---|---|
| Jim & Karen Chen San Diego 2013 Panamera | John Moninger San Diego 2011 Panamera | Elliott & Timothy Skeer Carlsbad 1986 911 Coupe |
| John Ciccone San Diego 2004 Boxster | Dave Moreno Carlsbad 1984 928S Coupe | Atoosa Styc La Jolla 2008 911 S4 Cabriolet |
| Richard Cunningham Del Mar 2005 Boxster | Roger & Suzi Mullins Encinitas 1988 911 Cabriolet | Kenny Syzonenko Encinitas 1988 944 Coupe |
| Martin Ellison Escondido 2003 911 C4S | Will Newland Oceanside 1983 911 SC | Randy & Maryjo Wayland San Diego 2012 911 Cabriolet |
| Tina & Jeff Foudy Carlsbad, CA 2003 | Hamid & Monica Rashidian San Diego 2013 911 Coupe | Jon Weiner La Jolla 1995 993 Coupe |
| Jesse Lawrence & Jason Donahue San Diego 1986 911 Coupe | Konstantin Sheverdyayev & Victoria Tatarchenko San Diego 2013 991 | |

| Anniversaries | |
|--|-------------------------------|
| Five Years... | Forty Years... |
| Richard Donnelly Diane Huckabee Kevin Mccoy Paul Stapleton Daniel Walsh Scott Zoldi | Lloyd Cassady Dean Spooner |
| Ten Years... | Membership for November, 2012 |
| Kearney Bennett Mike Dougherty Ed O'Sullivan | Primary Members: 1446 |
| Fifteen Years... | Affiliate Members: 1070 |
| Bob Graham Malcolm Jarvis Jonathan Martin Greg Phillips Jim Smith II | Total Members: 2516 |
| Twenty Years... | |
| Joseph Vampola | Windblown Witness |

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**PCA-SDR BOARD MEETING MINUTES,
Wednesday, October 3, 2012
Brown's Home**

Call to Order: 7:06PM
Board members: Greg, Terry, Leigh, Bev, Don & Carl
Minutes Approval: Leigh Rayner presents the September minutes. Motion to approve September minutes passed unanimously.

Treasurer's Report:
Don Middleton reports on club finances and the club is more or less at a break even point. Motion to approve the treasurer's report approved unanimously.

President's Report :
Greg Phillips reports that the Buttonwillow Club Race is a month away and registration is underway. We will need a Club Race Chair next year if the event continues.

Zone 8 Rep: Tom Brown reports that 1/19 is the start of the Zone weekender consisting of a concours, tour, AX, presidents meeting, banquet with zone awards presented, and possibly some seminars. Input on seminars is being solicited from event chairs. Location is Pomona with the event hotel the Sheraton Fairplex.

Chair Reports:
Archivist: no report
Autocross (AX/pre-reg/reg/CW/equip/ logistics/safety/tech inspect/tech adv/ timing): Jerry Bumpus reports that new cones are in, purchased from a local vendor. Trailer storage is discussed. The cost of various types of trophies was investigated. AX awards will be discussed at the upcoming meeting.
Auto Museum: Steam punk gala is canceled
CDIs: Adam Gill presents the preliminary budget for the fall PDS. Motion to approve budget passes unanimously. Registration looks good.
Charity: Martha McGowan reports that the toy drive is starting in October so bring your toys to the next event you attend.
Concours: 2013 date still pending
Goodie Store: Sales from the Coronado Speed Festival were good and new stock is needed. Request to purchase new stock approved unanimously.
Historian: no report
Insurance: Please have the Chairs bring their signed waivers. Insurance is in place for Club Race & TT
Legal Affairs: No report
Membership: Angela Avitt reports the following: Primary Members 1,450 Affiliate Members 1,080 Total Members 2,530 up 11.
Military Liaison: see report under social re: wounded warriors
Rally: Bev Gould shares that a Rally school and mini rally is in the works for next year.
Policy/Procedures & Region Rules: no report
Safety: no report
Sponsor Liaison: Jim Binford reminded everyone that the 2013 Sponsorship/budget meeting is Oct. 10. To promote continuity, Leigh will draft a letter for the Board to consider to send to "Club Chairs" stating the new sponsorship approach along with links to the Club bylaws and important forms.
Social: Katina Rondeau presents the Driver's Dinner 2012 reconciliation. Next years date of February 2 for the drivers dinner at the same venue is requested and approved.

Bev shares that Cars and Coffee in Carlsbad was well attended with it being the first event for a number of members. Email reminders for all events are desirable.
Tech Sessions: Jim Binford shares that the October 27 event at DriveSkills in Oceanside is canceled as DriveSkills new facility isn't ready. A new date of Jan 12 is requested and approved.
TT/DE: We have some dates for 2013 Events: Streets of Willow January 5-6, Chuckwalla Valley January 26-27, Fontana DE March 8- Big Willow September 21-22. Motion to approve these dates made and approved unanimously. Dates for Chuckwalla and Buttonwillow in the fall are pending
Next event is the DE October 12 at Fontana. Instructors are requested. Next year there may only be one DE instead of two at Fontana.
Tours: Mike Brown requests December 1 as a date for the Wounded Warrior tour which is approved unanimously. Budget will be submitted at the November meeting. Big Bear tour is coming up.
Vintage Racing: Coronado Speed Festival. Katie Kinner reports that the event came in under budget. There was a great turnout with many appreciative Zone 8 members in attendance. Well done to Katie, who is willing to head this up next year as well.
Web Team/ eMaster: no report
Web/Forum: no report
Witness Team: New editor will be needed for 2013. Accounts look good.
Unfinished Business:
Board Elections. Results are reported and with Araceli Lopez having to resign at the end of the year due to school, all five candidates will be serving on the board next year. Congratulations to Jim Binford, Jerry Bumpus, Mark Rondeau, Paul Young, Jr. and Randy Pickering, who will be serving out the remaining year of Araceli's term.
Installation Gala 55 is on Jan 12. Registration will open November 1. Rooms at the club rate are available but must be booked online through the Hilton website. See the forum for the link.
New Business:
Elections-- online vs. printed ballots. The concept of using motorsports.reg for voting is discussed. This would require a change of the bylaws and should be discussed by next year's board.
January meeting place. Mike Brown steps up and volunteers. Thank you.
Keith Verlaque makes a suggestion to rescind the \$5 charge for dinner at the board meetings. Motion to do so on a trial basis made and passed with the byob policy continuing.
Planning meeting to coordinate 2013 events, other than driving events (dates for which tend to be determined by others), is suggested for the new chairs. A December 12 meeting is approved at Tom Brown's, 6PM.

Announcements:
Thanks to Keith & Martha for hosting

Adjournment: 9:55
Next Meeting: November 7 at George Taylor's



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