



WINDBLOWN WITNESS

The official publication of the San Diego Region Porsche Club of America
February 2013



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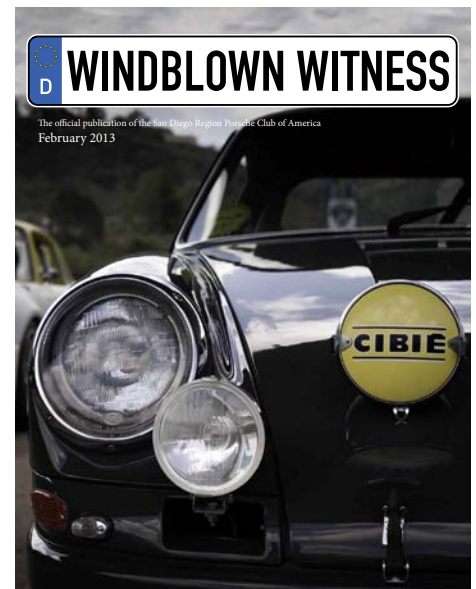
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On the Cover



Tom Tweed's 1968 911 at April 2011's autocross at Qualcomm

Photo taken by Alex Speaks

WINDBLOWN WITNESS

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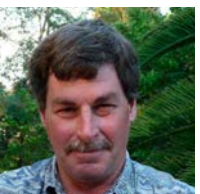
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On The Road

By Bev Gould

Last month I mentioned it takes a village to run this club, I have to say we have a fantastic village. On behalf of the board, I want to say "Thank You" to everyone who volunteered to chair and co-chair events this year!


Every January, all the region presidents within Zone 8 gather to discuss plans for the coming year. Zone 8 Representative Tom Brown (SDR member) chaired the meeting, at which 12 of the 13 regions were represented. It was a very informative meeting, and I came away with some event ideas you may see soon on the calendar, so stay tuned.

You may have noticed that the January issue of Panorama looked a little different. Betty Jo Turner has retired as Panorama editor as of December 2012. Betty Jo has given so much to PCA, if you have a chance send her a note thanking her for her years of dedication and service. Pete Stout is the new editor of Panorama and has been working with Betty Jo for months on the transition. January was his first issue as Panorama editor. Pete is the former editor of Excellence Magazine, so if you have read Excellence in the past, you know Panorama is in good hands. Speaking of editors, Susan Brown is the new editor of Windblown Witness. This is a volunteer

position and we thank Susan for taking time out of her busy schedule to help us with the Witness. Editors are always looking for content, and articles from members are always welcome. If you have an article or photos that you would like to share, contact Susan at editor@pcasdr.org.

February is another busy month for us here in San Diego. Our annual Drivers Awards dinner will be held at the Yardhouse on February 2nd, followed the next weekend by Krispy Kreme and Cars in Clairemont Mesa. On February 16th we have an Autocross at Qualcomm. Check the website and Witness for more info on how to register. The following Saturday, the 23rd, is Cars and Coffee at the Carlsbad Outlet Center near Starbucks. Being a short month, the last event of the month is the Last Tuesday Social at the Roots Community Kitchen in Santee.


We have a new Social Chair, Victoria Gabourel. Victoria is very enthusiastic and has some great ideas for new events. If you have some ideas or want to join the social committee, give her a shout. Her contact information is in the front of the Witness. A big "Thank You" goes to Kathy Alnwick, who did such a great job as Social Chair for so many years. If you went to the Installation Banquet in January, you know what a big job that has been. See you on the road.

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February 2013

02 Saturday Driver's Award Party

Time:
3:30-6:30 P.M.

Place:
The Yardhouse
1023 4th Ave.
San Diego, CA 92101

Details:
Come join your fellow Porsche drivers to celebrate the 2012 driving season. Trophies will be awarded for the 2012 Autocross and Time Trial series. The last day to register online is Jan 31, 2013. <http://www.motorsportreg.com>

06 Wednesday Monthly Members and Board Meeting

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

Place:
Tom Brown's Home
1805 Altamira Place
San Diego, CA 92103

Details:
The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in action. Food and beverages (BYOB) are provided before the meeting. All members are welcome.

09 Saturday Krispy Kreme and Cars

Time:
8:30 A.M.

Place:
4180 Clairemont Mesa Blvd.
San Diego, CA, 92117

Details:
Join your Porsche friends for Krispy Kreme and Cars at the Clairemont Town Square Shopping Center. Use the parking area next to the Outback Steakhouse which is just behind the Krispy Kreme as the rendezvous point. Nothing formal and no RSVP needed.

16 Saturday SDR AX

Time:
6:30 A.M.

Place:
Qualcomm SE Lot

Details:
<http://www.motorsportreg.com>

23 Saturday Cars and Coffee

Time:
7:00 A.M.

Place:
Carlsbad Company Stores
(Near Ruby's)
5620 Paseo Del Norte
Carlsbad, CA 92009

Details:
PCA-SDR Members and all Porsche enthusiasts are encouraged to join in this event on the last Saturday of each month.

23 Saturday Dyno Day at JBA

Time:
8:00 A.M.

Place:
5675 Kearny Villa Rd.
San Diego, CA, 92123,

Details:
Tech Session at JBA to conduct Dyno pulls for 2013 car classification or just check your engine performance. Only 20 cars can be accommodated and first priority will be for those club members requiring dyno pulls for classification. Registration via Motorsportreg. If demand is higher than 20 cars, we will schedule another dyno day at a later date. You also can just show up to watch the event. Sorry, the dyno can't do all wheel drive or four wheel drive vehicles. Coffee and donuts served/barbecue at lunch

Cost: \$60.00 for 2 Dyno pulls payable in CASH at the event.

Cost: \$75.00 for 3 Dyno pulls payable in CASH at the event.

Questions? Contact pca.sdr.techsessions@gmail.com

26 Tuesday Last Tuesday Social

Time:
6:00 P.M.

Place:
Roots Community Kitchen
9331 Mission Gorge Rd.
Santee, CA, 92071

Details:
Join your Porsche friends for some delicious food at Roots Community Kitchen in Santee. They are a farm to table restaurant, meaning they source only fresh, local, sustainable and seasonal foods.

PCA ZONE 8 JUDGES & CONCOURS SCHOOL

MARCH 23, 2013

9 AM - 3 PM



Learn the "inside" secrets
Hear from a panel of experienced judges discuss what they look for.
Tips on cleaning products.
Zone 8 Judges, this school qualifies for your bi-yearly education credits.
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& professional detail demo after lunch....
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Cost: \$15.00 (includes coffee, refreshments & lunch)
Time: 9:00 am — 3:30 pm
Where: TCsGarage Parts & Accessories
1315 Hot Springs Way #105, Vista, CA 92081 - (760)295-3330
Questions: E-mail Bev Gould at bev@tcsgarage.com

Register by: 3/22/13— e-Mail Bev at bev@tcsgarage.com
Or make checks payable to PCA Zone 8 and mail to Bev Gould at
1315 Hot Springs Way #105, Vista, CA 92081

Directions: Take the 5 freeway to Palomar Airport Rd. Turn Left on Melrose, Turn Right on Sycamore and Right on Hot Springs Way. Turn right at the 1st driveway and drive around back for school

Legends of Low Riders

By Michael Harris

FEBRUARY 2013 is your first opportunity to see the “Low Rider Legends” display at the San Diego Automotive Museum. Commencing February 1st, a new show assembled by SDAM Board Member Carlos C. deBaca will gather some of the finest Low Riders in the San Diego and Tijuana areas for this show. And no, there are no Porsches in the display.

We will have much more specific information about the evolution of Low Riders in next month’s issue, together with more photos and descriptions of the cars. We also hope to give you a better overview of the evolution of this very unique and creative aspect of the auto hobby. In looking at photos of early Low Riders in the 1950s, the cars were similar to other mild customs of the period. Much of the excess chrome was removed (cars of the ’50s were loaded with chrome), the hood and trunk areas were nosed and decked, door handles removed, two-tone paint schemes in bright colors added a distinctive look, and the cars were lowered. Small wheels with narrow tires (remember early VW bugs) helped lower the car even more. In order to get the car as low as possible for “show,” hydraulic systems were added so the car could be lowered for display and then raised again to be driveable.

Mild customs evolved into wild customs, with ever more imaginative paint combinations, striping, and figures (even entire scenes) being painted on the cars. Lift systems also evolved from simple to complex, and “hopping” became part of the allure. Carlos C. deBaca talked about how, in the good old days, Low Riders would gather in large parking areas with competing cars facing one another, and one driver would flash his lights at a car parked opposite. This was a challenge to hop the cars. At a designated signal, the cars would both start to hop and friends would judge which car was able to hop the highest and the longest.

Low and slow was the order of the day, not drag racing out on some far away and lonely road. Some of the cars were chopped and channeled in order to get the car lower to the ground. Or a car that was already low (or appeared low to the ground) became the basis for a classic Low Rider. The 1949-1951 Mercury is a good example of such a car. The 1949-1951 Hudson was also a good car to start with, as it looked like the top had already been chopped and the car channeled. The Hudson was a “step down” model where the driver and passenger actually had to step over the floor sill and step down into the car. This feature was managed by creating a unitized body and chassis rather

than the standard separate body lowered onto the chassis and then bolted to the frame. The Hudson’s unitized body helped eliminate rattles, was extremely quiet and luxurious, and had a terrific ride. The big drawback as a Low Rider is to figure out a way to add hydraulics to a car that is already about as low as you can go.

One of the most unique cars in the display is a customized 1949 Hudson Low Rider named “Christine,” owned by Marisa Rosales. Do you remember the book and movie “Christine” about the 1957 Plymouth Fury that turned into an evil killer? “Christine” the Hudson was so named because the last three owners have died while owning the car, but no evil deeds caused their passing. Carlos C. deBaca says this 1949 Hudson is the only one he has ever seen modified as a Low Rider, due to the difficulty of the modifications. Many 1949-1951 Hudsons were turned into “Kustoms” due to the fact the Hudson in stock form looked like it had been chopped and channeled (think George Barris).

Many of the cars on display have been built by more than one owner. That is, the cars have been built with many unusual and beautiful bodywork features with exotic paint schemes and then the owner sells in order to start on a new project. The buyer loves the car but has to do something new and different in order to personalize the car as their masterpiece. Fully detailed suspensions and undercarriages with hydraulic systems are popular. Different and wild interiors with unique hides are also popular. Chevrolets are the most popular make for Low Riding, as are other GM products. Chevys from the ’50s, ’60s and ’70s lend themselves to modification. The 1970-71 Chevy Monte Carlo is a perfect example of a two-door with clean and beautiful lines that just asks to be modified. But older cars also make the grade. The oldest car in the show is a 1935 Plymouth named “El Abuelo” (the Grandfather) owned by David Aguilar. A 1939 Chevrolet named “El Jefe” (the Chief) is owned by Cesar Aldana. “Shades of the Fifties” is a 1950 Chevy Fleetline owned by David Aguilar. A 1954 Chevrolet station wagon owned by Ruben Olquin is a car that is very unusual, as wagons are rarely customized. Even modern motorcycles can be a Low Rider. Rick Alvarez customized a 2006 Harley and named it “El Revolucionario,” the Revolutionary. And it is very appropriately named.

In addition to the cars, car club plaques, banners, jackets and other memorabilia will be displayed. A Super 8 movie will also be shown, complete with period music (Los Lobos?) that will flat take you back to the “good old days.” Still photos will also be displayed. One, a photo of a customized 1958 Chevrolet Hearse in two-tone brown that is

a living legend in the San Diego area will also be seen. *Low Rider Magazine* will highlight the display cars in a soon to be published issue. All in all, this is a “really big show” as the late Ed Sullivan used to say—guaranteed to have something for everyone. For children, there will be displays of friction cars, slot cars, model cars, pedal cars and more, truly something for everyone in the family.

A reception for the public to honor the cars and their owners will be held later in February. A taco and hot dog cart will be available to drive off your hunger pangs, and complimentary beverages will be provided with your \$10.00 entry ticket. Admission is \$15.00 at the door if you do not reserve. Dessert is gratis—flan maybe? If interested please contact Faye Levy at (619) 398-0307.



One of a kind 1949 Hudson named “Christine,” owned by Marisa Rosales.



El Revolucionario 2006 Harley owned by Rick Alvarez has lots of “bling.”



1959 Chevy Impala Low Rider with Continental Kit, skirts, and in a beautiful modified condition



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 Jan 26-27 Chuckwalla (clockwise) DE/TT
 March 8 Auto Club Speedway infield DE
 April 5-7 Zone 8 California Festival of Speed
 Auto Club Speedway Roval TT & Club Race
 Sept 21-22 Willow Springs 2.5 mile TT
 Oct 19-20 Chuckwalla (counterclockwise) DE/TT
 Nov 16-17 Buttonwillow TT



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<http://pcasdr.net/pcasdr/forms/AXRegForm.pdf>

bring filled in tech form to pre-tech inspection

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price includes heavy appetizers and two drink ticket
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San Diego International Auto Show

Text and Photos by Rich Fatuzzo

If you are any kind of automotive enthusiast, the four-day, December 27–30, 2012, San Diego International Auto Show at the San Diego Convention Center was the place to be, especially since Porsches were being displayed there, thanks to Joe Allis, General Manager of the Porsche of San Diego dealership off of Miramar Road. It has been a long time since Porsche automobiles have been displayed by a San Diego dealership, although I do remember that for the 2008 auto show, some Porsche vehicles were displayed, and of course, all the Porsche car lovers that attended the 2012 Auto Show remember the 22 PCA-SDR member cars that were beautifully displayed, by year and model, in a corral area specifically set aside for our club member cars.

Based on the information I was able to review before this show, there would be over 400 2013 model year cars from about 40 domestic and international automakers displayed at the Convention Center over the four-day period. In addition, there would be special features such as a motorcycle show, muscle car display area, some car accessory vendors, an exotics showroom, some giveaway drawings, a Blue-Eco Center, some specially designed "mobility" vehicles, a Camp Jeep indoor four-wheel drive test track, and over a dozen manufacturers featuring Ride and Drive opportunities in more than 70 models. Wow, a lot to see and do, all in one day!

For me, the best day to attend the S.D. Auto Show was the first day, Thursday, December 27. However, that day was also the day when the Port of San Diego was having the Big Bay Balloon Festivities that included a parade along the Embarcadero with a multitude of balloons and floats, scores of marching bands, a 5K race and a Dachshund Dash, and many, many visitors from out of town, especially those fans of the UCLA Bruins and the Baylor Bears who were here to attend the Bridgepoint Holiday Bowl football game at Qualcomm Stadium later that day. With all these activities and the usual traffic and parking problems in the Convention Center area, I decided to park my Porsche in front of Hoehn Porsche and take the 6:11A.M. Coaster train from the Carlsbad Poinsettia Station. But, why the Coaster and why so early? Well, if you are over 60, you pay only half fare, which from that location is only \$5.50. Can't beat that! And, the early train allowed me to eat breakfast in Old Town at the Old Town Mexican Café (great flavored Columbian Coffee) and still catch another early southbound train to the Santa Fe Depot.

I arrived at the Santa Fe Depot over an hour-and-a-half early and was able to take a leisurely walk from the depot and then along the Embarcadero and through Seaport Village, while enjoying some of the early festivities before the auto show was to start at 10:00A.M. With a complimentary ticket, in hand, I was able to be the first one in my line, and as soon as the doors opened at about 10:15



Joe Allis proudly standing in front of a black, 2013 Cayenne GTS



Prospective Porsche customers admiring the new Panamera Turbo

A.M., I headed straight for the Porsche of San Diego exhibit and was able to talk to, and then photograph, Joe Allis and Tiffany Doorn, a PCNA Ambassador, next to a number of the 2013 Porsche model cars. After about a half an hour of enjoying Joe's and Tiffany's company and admiring the new Porsches, I headed over to the Exotics Car Salon.

In the Exotics Car Salon, there were about 30 (mainly European) vehicles, including several Ferraris, a Lamborghini, an Aston Martin, an Audi, and yes, a white 2012 Porsche Turbo S. Automotive personnel representing ACG Automotive, Babelli Motors, the La Jolla Concours, and Cruise-4-Kids were displaying these luxury vehicles. My friend, Nino Venturella, the organizer of the Cruise-4-Kids, had several cars there that participated in the 2011 and 2012 Cruise-4-Kids events, which included about 100 exotic and luxury cars cruising from the Hotel Del Coronado to the Palomar Airport in Carlsbad to benefit the Boys & Girls Clubs of San Dieguito (2011 event).

Just outside the Exotics Salon was a very unique Red Bull Formula Racer powered by an Infiniti motor that had been driven by Pepe Jeams.

My next stop was the San Diego Union-Tribune exhibit, which featured American Hot-Rod Classics and exotically

painted Low Riders of a variety of makes and models, and there was also a relaxing lounge area where I was able to briefly talk to Mark Maynard, S.D. Union-Tribune automotive expert. I invited him to come up to the Cbad Cars and Coffee event, and he indicated that he would try to make one of those events in 2013.

My last major stop was the Lexus exhibit, where Carmen, a Lexus Ambassador, was showcasing a beautifully designed, metallic blue concept car, the LC, which is anticipated by Lexus to go into limited production in the 2015-16 model year.

I did walk around and experience some more of the other major auto exhibits that I listed above, but it was time for me to head over to Little Italy to enjoy a late lunch with some friends and still be able to catch one of the late-afternoon Coaster trains to return to Carlsbad.

In closing, I want to especially thank Joe Allis and Tiffany Doorn for making my 2013 San Diego International Auto Show visit most enjoyable with the Porsche Vehicles Exhibit.



Tiffany Doorn helping make this new Boxster S model look even more beautiful



Nino Venturella, organizer of the Cruise-4-Kids events, standing next to a red 2007 Ferrari 360 F1

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Front Engine to Rear Engine Swap

By Mark Rondeau

Many of you who have driven autocross, DE, or time trial events over the last five years have gotten to know me predominately as a 944 driver. My last 944 was a 1988 944S that I started driving in 2009 in the old GS class. With some development of the car and driver over a little more than three years, I felt that I had done very well and had taken the car as far and fast as I could without trying to make it into something that it wasn't.

My development of that car was very methodical and I consulted a number of people. First and foremost of these was Steve Grosekemper. He was familiar with my driving and did all of the set up on the car based on my rather tail-happy driving style. I learned a lot in that car and was very happy with the way it handled and performed.

About a year ago, Steve mentioned that since I refused to drive the 944S like a front engine car, I might want to consider going back to a 911. I started thinking about that. Coincidentally, Steve was working on a 1979 911SC race car.... Flash forward about 7 months and Steve decided to start teasing me with the 911SC. It is a very well set up, no option overlooked, light and fast race car.

Steve suggested that I might want to try out the car at an AX. Since this was the summer break and I was interested, I agreed. We signed up for the July 7th AX and I have to admit that I was excited. Steve sent me an email asking about tires. He said that I had two choices. Some very old Victoracers that I could abuse to my heart's content or some new Hankook Z214's that I would be responsible for should I damage them. Of course, I wanted the Z214's. His response was "Wrong choice! You get the Victoracers." I

can't blame him, given my past driving history as a noted tire abuser.

July 7th dawned and we were both at the track to drive the car. I noticed that the camera mount wasn't in the car and asked about it. Steve mentioned that he hadn't had time to install it. He would regret that later.

Steve was up first and took me around the track in the 911. I was impressed with the car and thought that it was a handful, but drivable. I was up next and got into grid for my first lap. Here's where it started to get interesting. When the green flag dropped, I let out the clutch and stepped down on the gas pedal and felt the wheels spin as I immediately went into the first right hand turn. I then adjusted throttle and turned the wheel to set up for the quick left hander before the first short straight and stepped on the gas. About halfway through this process, I realized that this wasn't the 944 and what I had just done was not going to work out well. The immediate sound of spinning wheels and the feel of a car in full rotation confirmed that thought. I did a complete 360 and noticed that I was totally off of the track. I believe that Jad Duncan won the pool and was closest to predicting my first spin in the 911. I'm proud to admit that I made it well beyond the first corner and didn't spin until turn 2. Lucky for me, there was no video, that was my only spin in the 911, and I finished just .23 seconds behind Steve that day.

I felt like I needed another test drive in the 911, so Steve and I signed up for the July 29th autocross. We decided that better tires were in order, so Steve found us a set of used Hoosier A6's to drive on. They were much better and really showed off the handling abilities of the car. I was getting used to the car, having a lot of fun, and I could tell



Silver Bullet on Three Wheels at Buttonwillow



88' 944S at Chuckwalla Valley Raceway

that I really wanted this car. At that event, I cut the gap between Steve and me to .14 seconds.

Steve sent me a text that evening after the autocross and said that it was time to make a decision about the car. After a short discussion with Katina, I let Steve know that he had a buyer.

I spent the next two autocrosses getting used to the handling of the car and trying to maximize seat time before we went to Willow Springs in September. I have to admit that I was nervous about driving the car at speed at one of the fastest tracks that we run. I was so used to the 944S and driving it at its limits that I wasn't sure I would be able to do as well in the 911 even though it was a faster car.

When we got to Willow Springs, I told myself that my goal was to come home with a clean car, round tires, and I also hoped to get down to a 1:35.99 or better. The consensus was that I would have a big off at turns 2 or 9 no later than Saturday afternoon. Nobody thought the car would stay clean until Sunday, much less the whole weekend.

My first session at Willow in the car we were starting to call the Silver Bullet was fantastic. I just tried to figure out any changes to my 944S line and stay smooth. I was

able to get down to a 1:37.92 and the car felt very stable. I didn't feel like I needed to change my line, but I wasn't near the limits of the car yet.

During session two, I started to push a little harder and was able to lower my time to a 1:36.03. This was my fastest time ever at WSIR and I felt pretty good about it. The only change I made to my line was through turn 8. I entered a little higher than I did in the 944 due to the bumps that weren't as apparent in the softer sprung 944S, but were really noticeable in the Silver Bullet. I also noticed that I could drive my preferred line through 9 and that it was still very quick.

I spent the rest of Saturday working on my line and getting used to the hand me down V710's that Dan Chambers had given to me for this event. I had a set of Z214's that I was saving for Sunday that only had a couple of heat cycles on them. In the last session on Saturday, I was able to get down to my best time of the day. I turned a 1:35.23 which met my personal time goal, and I had also kept the car clean all day.

When Sunday dawned, I was up early to run to the gas station for a fill up. The race exhaust on the Silver Bullet is extremely loud and noticeable. I kept the rpm's under

2000 all the way to the gas station and back to try and avoid any unnecessary scrutiny. I also decided to try the newer Z214's and see how they would work. They were narrower than the 710's, but had less heat cycles so they should have more grip.

In the cool morning air, I was able to get down to a 1:34.22 with Greg Phillips in the car and a 1:33.97 in the following session. That was going to be my best time of the weekend. I was a bit like a kid in a candy store. Instead of taking those tires off and saving them for timed runs, I left them on and drove the stick right out of them. As the temperatures rose, the tires began to lose grip and the front really started to push. I was able to salvage a respectable time of 1:35.67 in timed runs, but it was disappointing after my practice runs. The best part of the weekend was discovering how much I liked the car, how well it fit my driving style, and that I kept the car clean all weekend. I was hooked and happy.

The next event was at Buttonwillow and I decided to continue to use the tires I had and not purchase any new tires until 2013. The car handled incredibly well at Buttonwillow and really showed me what I could expect. I was able to keep the car clean again and to exceed my expectations. I had hoped to get down to a 2:09.99 or better and was able

to get to a 2:07.34 in timed runs. This was better than my previous best in the 944S by 4 seconds.

Quite a few club members have asked me how I like the car and how different it is from the 944S. I've only driven it at the autocrosses, WSIR, and Buttonwillow, and I feel that it is very similar in handling with a few key differences. It's lighter, stiffer, and has more horsepower. The biggest difference should be the weight bias and inherent oversteer, but the setup on the 944S was biased towards oversteer, since that's my preferred driving style. Driving at Buttonwillow really showed me how those two cars are more alike than I would have thought. I'm able to drive almost the same line at the same or faster speed around the entire track. I would say that the biggest adjustment has been that I need to use the brakes more. The car handles very well and really rewards a driver who stays ahead of the car.

I guess it's safe to say that I really like the car, and I'm happy that I made the move from front engine to rear engine. I'm looking forward to a challenging year in CC09 and hope that I can pilot the Silver Bullet to some class wins. Thanks to Steve Grosekemper for a really well-developed car.

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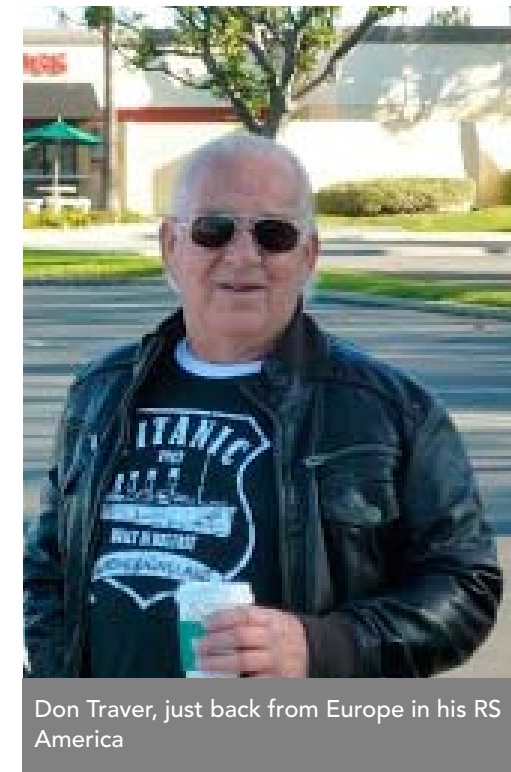
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Parade Planning

By Susan Brown and Sean Cridland

Nestled on the shores of Lake Michigan and the Grand Traverse Bay, the Grand Traverse Resort and Spa will host our fun-filled 58th Porsche Parade this summer, June 23 through 29, 2013. With 900 acres of rolling greens, woodlands and waterfront, a multitude of vineyards, orchards and coastal roadways nearby, there is much to see, much to do, and much to enjoy!

The Porsche Parade is the PCA’s annual convention. It is a week-long extravaganza of car events, tech sessions, social events and FUN. Whether you like to autocross, rally, tour, or concours, there is plenty to do and see. Attendance is roughly 2000 people, most of whom arrive in their beautiful and much loved Porsche automobiles. The Parade is a great family vacation, and the Traverse City area has a wide variety of kid-friendly activities.

You must register in advance for Parade as there is no on-site signup. Registration opens March 12th. There will be a link to register on www.pca.org and parade2013.pca.org.

Competition

Parade has four competitive events each year:

The **Porsche Concours d’Elegance** gets started early on Monday, June 24th, on the beautiful fairways of the Grand Traverse Resort. Whether you are an experienced concours participant, a first time entrant, or a volunteer, there is an opportunity for every Parade entrant to get involved in this prestigious event. The Concours d’Elegance is not just about the competition, it’s about getting involved and participating with others who share a common appreciation for the Porsche marque.

New this year! The concours will include a “street” class for those who want to show their cars, but on more of an entry level. In the new street class, only the interior and exterior, including wheels and tires, will be judged.

The **Mobil TSD Rally** on Tuesday June 25th takes us in and around the beautiful vineyards, orchards, forests and dunes of the area in a rally that’s sure to be remembered.

The **Michelin Autocross** is on Wednesday and Thursday, June 26 and 27 at the nearby Antrim County Airport. With the Parade team promising a challenging old-school run-way autocross, this is sure to be a fun event.

The **Technical/Historical Quiz** will be presented to those who dare on the morning of Friday, June 28. Entrants will be tested on their knowledge of general Porsche

interests, mechanical details, and the historical aspects of the Porsche family, business, and the ever-growing line of models and variants. Be sure to study for a top score or just show up to see what you think you know. Source materials for studying will be available on the Parade website as the date draws near.

Banquets

As we say in PCA, it’s not just the cars, it’s the food! We host five banquets during the week at the resort. We also have two “open” nights for you to sample the local fare of Traverse City.

Other activities

You can’t do it all! We have activities for kids and teens, an Art Show, Goodie Store, a 5K run/walk, a Gimmick Rally, an RC contest, and our local Tourmeister has assembled several driving and van/motorcoach tours to show us the beauty and interesting locations around the Grand Traverse Bay area of Upper Michigan. We end the week with a true Parade of Porsches through the east side of Traverse City and up Old Mission Peninsula.

The Parade Tech Academy will be held Friday, June 28th, and once again, we have an exciting mix of our outstanding PCA Technical Committee and outside speakers. Michelin hosts a “drive and compare” where you can take laps in two identical Porsches, with two different types of tires. We will have a golf tournament on The Bear golf course at the resort, host to the state’s oldest and most prestigious tournament, the Michigan Open Championship, from 1985 through 2008.

Lodging

The Grand Traverse Resort and Spa is our host hotel, and can accommodate all Parade goers. The resort properties range from beachfront condos in a variety of configurations, to the centrally located hotel & tower rooms. Special PCA rates will be available; upon registration you will receive an authorization code to access these rates.

Entrant Eligibility and Fees

You must be a PCA member to register for Parade and only registered attendees may participate in Parade activities. Entrants and co-entrants must be PCA members, but they need not be family or affiliate members.

Automobile eligibility for the Autocross, Concours and TSD Rally is outlined in the Parade Competition Rules (PCRs) available on the pca.org website. An entrant and/or co-entrant may enter up to two automobiles (thus separate cars for the concours, rally, and autocross), and only Porsches as defined in the PCRs may be registered. Entrants may participate in other events (such as tours or gimmick rally) in any automobile, even if it is not a Porsche.

Everyone signing up for Parade must pay an entrant fee of \$159, which covers the entrant and co-entrant.

Fees for the four major competitive events are:

- Concours -- \$30 per car,
- Autocross -- \$30 per driver
- TSD Rally -- \$15 per car
- Tech/Historical Quiz -- \$15 per person.

Entrant fees for guests are as follows:

- JPP/CAFP -- \$20
- Child age 13-15 -- \$15,
- Child under age 13 -- \$10
- Adult guests -- \$30

JPP (Junior Participant Program) entrants are the sons, daughters, nieces, nephews and grandchildren of PCA members who are 16 or 17 years old. CAFP (College-Aged Family Program) entrants are the sons, daughters, nieces, nephews and grandchildren of PCA members who are 18-25 years old.

Other guests are welcome, however, only the entrant, co-entrant and JPP/CAFP entrants may enter the competitive events (except children ages 13-15 may register for the Tech Quiz). If other guests are PCA Members, they must submit their own registration and pay their own registration fee to enter the competitive events.

Additional fees apply for banquet tickets and selected other activities.

Questions?

If you have questions regarding Parade, please consult the Parade website at parade2013.pca.org. If you are unable to find your answer there, email Kathleen Behrens, Parade Registrar at registrar@pcaparaade.org or call 503.579.3423 (please leave a message).



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PCA Tour of the USS Halsey

By John N. Bell & Sean M. Molloy

CDR. Mike Weeldreyer (Commanding Officer) and Lt. Chuck Becker (Combat Systems Officer) of the USS Halsey (an Arleigh Burke-class guided missile destroyer), both PCA-SDR members, honored SDR with an invitation to tour this active Navy ship during the weekend of the Coronado Speed Festival, October 2012. The only drawback was that we didn't have enough time to get the word out on the website or in the Windblown Witness, as this effort took about 10 days to organize with emails on the details going back and forth.

The tour was limited to 25 people per visit, and several sign up sheets were placed inside the club's hospitality tent at the Speed Festival. The public were on the ship at the same time, but with another tour guide, on a less extensive and much less personalized visit.

The tour started off on the surprisingly steep deck at the front of the ship, where there was a single cannon and a batch of missile silos. A solitary Marine was on duty in full combat gear walking randomly on the upper decks, on the lookout for anything untoward near the ship. Lt. Becker (our excellent tour guide) pointed out the silo, which recently fired a Tomahawk test missile, a rare event that can be seen on YouTube, with both adjacent silos charred as a consequence.

We then walked through the dark narrow passageway to the rear deck of the ship, going down and up steeply inclined steps. At this point we took in information regarding the helicopter landing pad, the automatic computer-controlled Phalanx CIWS Gatling gun (operational on targets within one mile of the ship) and the small torpedo defense system. Then on to the midship area where there

were more defensive guns and a large metal plate, which represented the front of the Aegis Combat radar system. The ship is built around this radar system and elements of stealth technology were evident in all parts of the ship. The Halsey appears as an object the size of a soda can on enemy radar.

The next and perhaps most interesting portion of the tour took us to the bridge. Most obvious upon first entering the sparkling clean bridge area was the air-conditioning, a requirement for computer system cooling and to aid in the generation of positive pressure, which prevents incoming ambient unfiltered air entering this area. All of us were invited to sit in the Captain's seat. Each side of the bridge had a deck with very powerful binoculars, which allowed viewers to see faces and read license plates in downtown San Diego. The Navigation Officer then explained a myriad of bridge systems to us and gave an explanation of how tricky it can be to enter and leave the port of San Diego.

At this point a junior officer entered and asked "Why are civilians on the bridge?" "Captain's orders" was the reply, and "Very good, carry on" ended this encounter. This was the moment when we realized our tour was very special.

One of the more interesting facts to come from the Navigation Officer was the stopping distance of the ship from full speed to zero in about two minutes, a turning radius of 1,000 yards and a full U-turn in about sixty seconds. Such feats were possible because the propeller shafts always rotate in the same direction but the blades of the propeller can be flipped around (this reminded me of Porsche VTG, but on a slightly larger scale).

The penultimate stop on the tour was a visit to the Officers Wardroom where we could take a seat at the large dining table. We were taken here to meet CDR. Weeldreyer. During the tour all the officers and men we met were very relaxed and friendly, but as soon as the CDR entered the

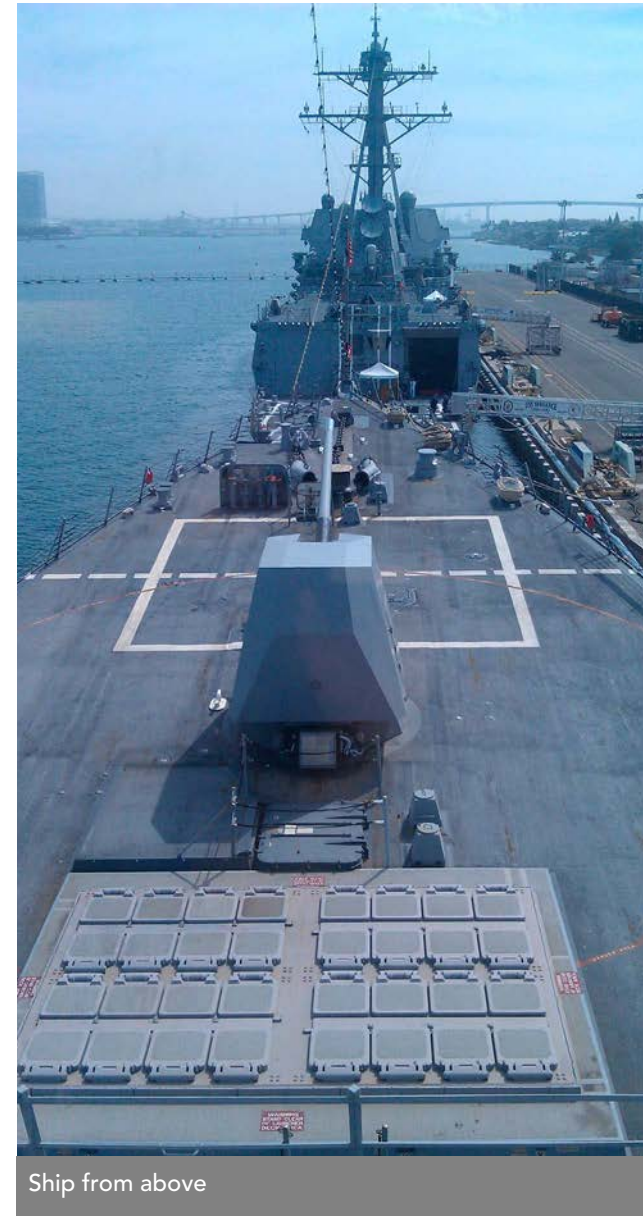
room you could see and feel a very distinct professional change in these same relaxed men. It was quite obvious their military instincts had kicked in.

CDR. Weeldreyer made us feel at ease immediately and started talking Porsche, first describing Lt. Becker's 993 Coupe then his own 944S and 996 Carrera Cabriolet. I thought perhaps he'd care to run for an SDR board position this year, as he was so enthusiastic. He thanked SDR for the presentation of a members badge to both himself and to Lt. Becker; they were both surprised and pleased by this.

Another unique part of the tour not offered to others and rarely seen by anyone outside the combat command circle came after the visit to the wardroom. About six of us were shown the Combat Information Center. The CIC is deep in the center of the ship. It's a super classified command and control bunker. Photos were strictly prohibited. This dark, tight bunker is jam-packed with electronics and is cold as a meat locker. During combat operations it is manned by about 40 crewmen wearing headsets and is said to be whisper quiet. This is where the combat operations are orchestrated. There is no yelling and no raised voices, as depicted in Hollywood movies.

This visit encapsulated what Fleet Week is all about—members of the public meeting and interacting with Navy personnel and getting to know each other. Our tour was especially enjoyable because of the PCA family connection, and for those of us who went on the tour it was a terrific highlight of the weekend.

Numerous SDR members have contacted the Vintage Race Committee expressing how much they enjoyed these PCA tours, saying they'd love to have them again next year. PCA-SDR would like to thank Mike Weeldreyer, his family, Chuck Becker and the entire crew of the USS Halsey for a unique visit.



Ship from above



Larry Suarez and Dillon



Suarez kids on the deck



We got a tour of the bridge

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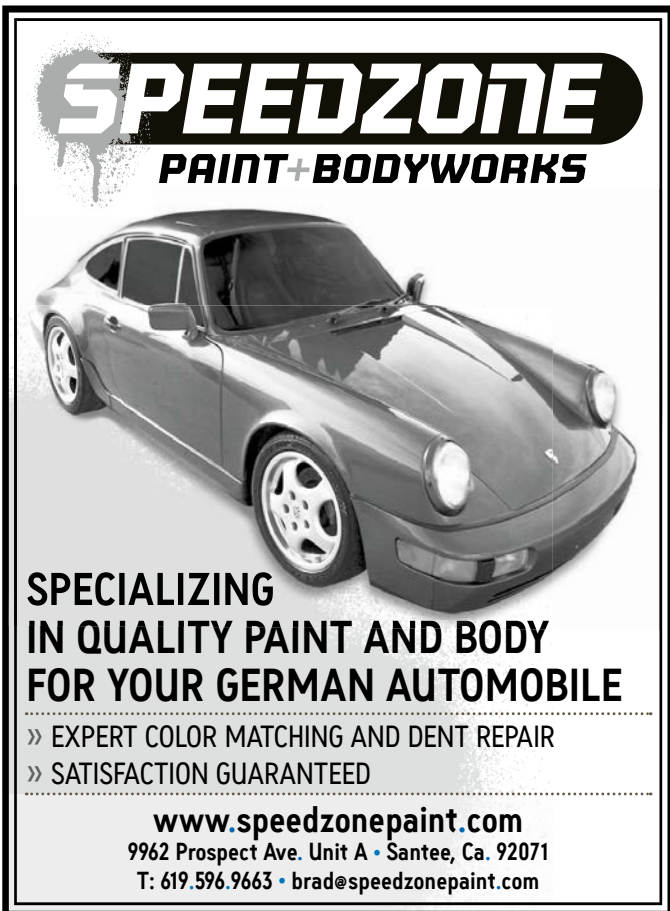
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Anatomy of an Autocross

By Mark Bray

[Editor's note: Pictures by Greg Phillips of the December Autocross are shown in the following pages.]

As I stood at my first performance driving event watching Porsches from every era speed past, a light bulb went off for me. I remembered something I'd heard years before: "Porsche builds every car to be raced because they never know which one will be." I don't know if that claim was ever officially made, but it sure seemed that way. You may have had moments where you walk into the garage and see your "baby" gleaming like a piece of rolling race art and thought, "I wonder what she will really do?" So, you hop online and head to www.pcasdr.net and find the driving events link. There is an autocross later this month, but as your finger hovers over the link, your insides start to clench, your heart races and you freeze.

"But...I...what if people laugh at how slow I drive? I don't know anyone. Will I be ignored? Will my car get hurt? I don't have a helmet. I...ummm...I..."

You move your cursor to the Netflix link and click on another episode of Top Gear, lean back in your chair and live the desire vicariously. While I like the show as much as the next person, there is absolutely no comparison between watching a "star in a reasonably priced car" do a lap and getting behind the wheel yourself. Hopefully, this article will answer some of your concerns and give a feel for what to expect.

"I don't own a race car. Can I still attend?"

YES! In a poll of instructors, many of them advise attending at least one event as a spectator. Think of it as

dipping your toe in the water before getting in the pool. If you care to extend your experience, you can pay a nominal \$10 fee and have a "Taste of the Track" at an autocross. Qualified Porsche driving instructors will take you on the course as a passenger in their car. This was how I first experienced performance driving. Be warned though, it's highly addictive.

"Can my Porsche handle it?"

If you keep your Porsche up to even the most basic levels of maintenance, you can run it at an autocross. Decent tires, brakes, fluid levels, secure wheel bearings, and engine belts in good condition are all that it needs. The only special equipment required is a helmet and if you don't have one the club rents them for \$10. When you arrive at the event, your car will go through an inspection. If you prefer to have it checked beforehand just contact one of the shops found here: <http://pcasdr.net/events/driving-info/tech-inspection/>

"Is it expensive?"

That question has a variable answer: It depends on how far you take it. If you come out to the monthly event and keep your car properly maintained then no, it isn't. PCA members pay only \$50 for the event and it goes from 6:30 A.M. to 5:45 P.M. That is a lot of fun for your dollar! On the other hand, if the performance driving "bug" bites you, it can get costly. As an example: I met a member at a Porsche "Display Your Car" event when they stationed us next to each other. Like most Porsche owners, we chatted about our cars. Over the next few months he came to an autocross or two, then attended a Performance Driving School...and then had a purpose built race Porsche assembled. Yep, he dove into the deep end of the

pool. To register go to: pcasdr.net/events/category/autocross/ and you will find all the links necessary. Be sure to sign up early.

"I won't know what to do or where to go! What if people ignore me?"

This was a big concern for me. I had the good fortune to attend with a friend who walked me through, but I soon found that I didn't have to lean heavily on him. Yes, you may have to say, "It's my first time, where do I go?" But be prepared when you do, because I have never met a more helpful, friendly, encouraging group of people. You will find smiles and offers to assist you throughout the day. Later in the morning, you will even be assigned a personal driving instructor.

"When does it start and what happens during the day?"

Announcements and your instructor will guide you through every portion of the day. A basic event runs as follows:

6:30 – Tech Inspection opens. If you printed a tech sheet from the PCASDR website, bring it with you. If not, no problem, because Tech will have them available and help you fill it out if necessary. Find a parking spot, unload your car, and then line up to have your car checked. Be sure to chat with them as they perform the inspection and you will learn things about your car.

6:45 – Registration opens for walk-up participants. If you didn't register early, you can still compete, but the fee is now \$70.

7:25 – Track walk with a Chief Driving Instructor. This is a must, as it is the only chance you will have to do so. It is very informative and the perfect way

to gain understanding of the course.

7:30 – Late fees for Tech inspection kick in if you are not in line. If Tech can fit you in, there is an extra \$10 fee for being late. If they can't, then you get to watch. Please be early for inspection.

8:00 – Registration closes, along with Tech.

8:30 – Driver's meeting. This mandatory meeting gives a rundown of the day, including safety announcements, corner-working briefing, and student-instructor pairings.

9:00 – Course goes "hot" as practice sessions begin. You will be in a colored "run group." When the announcer calls your color, you and your instructor will line up to go out on the course. Each of your two practice sessions usually includes five laps. Usually, you will also ride along as a passenger in your instructor's car during their run sessions. At one point, your run group will work corners for three other run groups. Your instructor will accompany you on course for cornerworking.

2:00 – Timed runs start. You will run one warm-up lap, then three timed laps. Your fastest one will count as your time for the day. Beware those cones, because each one knocked down adds two seconds to your time. If you have progressed well, your instructor may let you run these solo. Of course, you can always choose to have them ride with you.

5:00 – Timed runs finish and everyone helps pick up the cones. Setting up and tearing down an event is quite an undertaking. Nothing builds camaraderie like helping out, so plan to pitch in at the end of the day.

5:45 – Awards. Yes, it's all for fun and yes the awards are a little medal or

sticker for your car, but you feel like an Olympian when you win one.

You may notice that "lunch" isn't in the schedule. The event keeps running and you can eat whenever you prefer. If you don't bring food, a catering truck is available at events.

"Will my car get damaged?"

In all honesty, it can. The only way to absolutely prevent damage is not to drive your Porsche, and keep it in a museum-like garage. Though it sounds like I am being facetious, and maybe I am...just a little...the harder you push any vehicle, the higher the opportunity for damage. Statistically you are more likely to damage your car on the way to or from the event, than you are while there. Cones can leave scuff marks and if you hit them hard enough, might cause damage. We do try to prevent that by setting wide flowing courses and being judicious with the cones we use. Our events have an extremely low accident rate—I've been a member since 2009 and do not know of one during that time.

"I don't own a shiny new GT3, will the 'cool rich people' mock me?"

This is a common misconception. When our daughter, Kelsey, told us her boyfriend was in the Porsche club and they wanted us to attend an event, I envisioned snobbish pinky-lifting tea drinkers with butlers bringing their driving gloves on silver platters. Nothing could be further from the truth. I've already mentioned how friendly and down to earth the group is, but beyond that they are as excited to see my old 231,000 mile car run as they are a new GT3.

"Do I have a chance at winning my first time out?"

Now we are moving from fears to

unrealistic expectations. Most drivers compete for a year or more before logging a first in class. For some, this can be humbling and disappointing, but it is the reality of the matter. Just because you are great at Xbox "Need for Speed", doesn't mean those skills will transfer to the autocross course. Anything worth doing, takes time and work to achieve. Driving is no different. "Seat time" is the best way to gain the skills necessary to move you up in the rankings. In the end, the time and effort make the win even sweeter.

"What if I am really slow on the course...like a granny going shopping slow?"

It does happen, so you won't be the only one. If so, your instructor will inform the starter and they will allow lots of room before the next car starts behind you. Your instructor will patiently and carefully help you progress at a rate that's comfortable and above all, safe.

"Okay. I'm interested, so...what next?"

1. Come out and watch an autocross, maybe get a ride-along
2. Run an AX
3. Do a P.D.S. (Performance Driving School)
4. Attend another AX with your new P.D.S. skills.

After that, there are places to further your abilities and experiences; each is a step above the previous. Watch upcoming issues for articles about those events, until then, we hope to see you at an autocross.



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18" 993 Turbo Wheels Factory Porsche hollow-spoke wheels, Two 8Jx18ET52, two 10Jx18ET40. Good condition, lightweight, includes valve stems. Also fits Boxster/Cayman/others. \$900 Russell@LightningMotorsports.us (858)-442-7466

997 12 Way Seat From 2005 Carrera. Great

condition. Will bolt into 987,986 and 996 as well. \$800 obo, will deliver in SoCal (310) 863-5545

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Set of Fuchs 16x7 and 9" wheels with Bridgestone RE-11 tires. 80% tread left. Wheels polished and excellent. \$2200 set.

Set of Fuchs centered wheels by Mirage. 17x8 and 10" wide. Fits 911SC chassis or 930. \$2000. Mark Kinninger kinninger@cox.net (619) 733-5500

FS: 993 radios and CD changer, 1. CR1 cassette radio and cassette holder. \$100. 2. CD2 CD radio. I don't have the code for this one, so it's \$50. Both work with the changer. 3. CDC2 changer. \$150. (858) 558-7278

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

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Membership

New Members

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Del Mar, CA
2012 Boxster Cabriolet

Brett Goldstock
San Diego, CA
2001 911 C4 Cabriolet

Jason Jacques
San Diego, CA
1987 944

Keith Kerr
San Marcos, CA
2007 Cayman Coupe

Ken Perry & Alicia Perry
Coronado, CA
2008 911 4S Targa

Steve Sather
Carlsbad, CA
2008 C4S

Clay Schoen
San Diego, CA
1986 944 Coupe

Homero Sepulveda & Eve Sepulveda
Chula Vista, CA
2007 Cayman

Mark Smith & Anne Smith
San Diego, CA
2012 Cayman S Coupe

Michael Tamez
Escondido, CA
1994 RS America Coupe

Don Thomas & Regina Thomas
Vista, CA
2000 Carrera 4 Cabriolet

Felipe Uscategui
San Diego, CA
2013 911 Coupe

Steve Yin
Carlsbad, CA
1996 993 Turbo Coupe

Anniversaries

Five Years...

David Epstein
Matthew Hoffman
Eric Rimmele
Nick Smith
Alicia Trigeiro
Abraham Zaidi
Hassan Zaidi

Ten Years...

Kevin Burke
Thomas Darcy
James Dohna
Ed Kosakoski
Brian Leask
Rish Pavelec
Frank Scherer

Fifteen Years...

Charles Becker
Rich Caccese
Andy Grimaud
George Ochtun

Thirty Five Years...

C W Lonning
Jerry Wilson

Membership for January 2013

Primary Members: 1454
Secondary Members: 1070
Total Members: 2524



There is plenty of time between run sessions to hang out with other drivers and make new friends. After all, you all have at least one thing in common.



Yes, you may lose a bit of rubber off your tires. Occupational hazard.

December Board Meeting

Board Minutes

The January 2013 Board of Directors meeting was held at Mike Brown's home. Board members in attendance were Bev, Jim, Mark, Paul, Jerry, Randy, Don & Greg. The meeting was called to order at 7:02 P.M. and the December minutes were approved.

President's Report

Chair letter to be sent to all of the chairs.

Planning Session Jan 16th – Tom & Susan Brown's house.

Open Chair positions We have a new social chair, Victoria Serna Gabourel. All chair positions are now filled.

Treasurer's Report

Treasurer's report approved. Bev discussed transition plan for treasurer.

Zone Rep Report

Tom Brown: Zone is very busy. Zone 8 banquet is in Pomona at the Sheraton Fairplex on January, 19th. New 2013 Rules are published on line and the car classification site is updated.



Older cars are more than welcome

Chair Reports

Witness Team: New editor Susan Brown has taken over. Thank you, Susan.

Web Team: New content editor to start taking over.

Vintage Racing: It appears that there will not be a conflict between the Coronado Speed Festival and WSIR TT dates.

Tech Sessions: Drive Skills Focus/JBA Dyno Day. Drive skills is now a different type of event and there will be no simulator driving by members. JBA tech session for Dyno day (for car classification) on Feb. 23rd approved

Social: We have a new social chair. Bev will meet with her later this week.

Safety: Nothing to report

Rally: Dates, school & rally. There will be two rally schools and a rally this year. Dates, locations tbd.

Insurance: Cathy is working on January's event insurance certs.

Concours/Car Shows: Park & Party Car Shows – Steve Lopez: John & Monique Straub and Randy Pickering. The chairs had a planning meeting and have submitted a preliminary budget for these events. Porsche of San Diego will



You'll have a blast!

sponsor one and Hoehn will sponsor one. They are determining sites.

Charity: Martha & Keith – See hand-outs. Requested approval for Monarch dinner on a Friday in August. Motion approved. Requested approval for sock and underwear drive and Rady's toy drive and non-sponsored drive. Motion approved.

CDIs: Spring PDS – March, 2013 agenda

Autocross: New, soft cones are in. Old cones to be sold to offset cost.

New/Unfinished Business

2013 Chair contact information-Board members to look at all contact info and verify those that you are responsible for.

New chair welcome letter to promote continuity. Board meeting schedules for 2013, need locations for upcoming board meetings. March at the Verlaque/McGowan home. Calendar update – Jim will take care of calendar.

Adjournment

Thanks to Mike Brown for hosting. Adjournment at 8:57 P.M. The next meeting will be held February 6th at Tom & Susan Brown's home.

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Type	Width x Height	Monthly
Full	7¼ x 9¾"	\$200
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Quarter	3½ x 4¾"	\$75
Eighth	3½ x 2¼"	\$50
Key Position		\$325

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

Submissions

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Deadline for submitting new ads or changing existing ads is the tenth of the month preceding the issue date.

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Forum: forum.pcasdr.org/forum/
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To:

Susan Brown, Editor



MOVING? Send change of address for the *Windblown Witness* to:
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