



WINDBLOWN WITNESS

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



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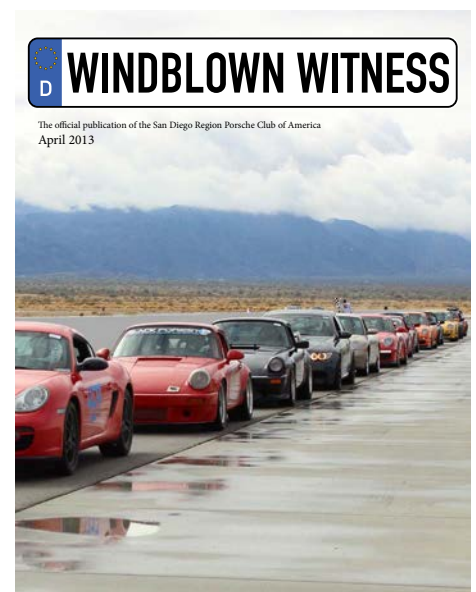


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On the Cover



Yellow Group heading out to wet track at Chuckwalla TT at the end of January. Photo by Sunny Chamblee

WINDBLOWN WITNESS

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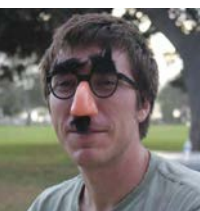
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On The Road

By Bev Gould

They say time flies when you're having fun—can you believe it is April already? We must be having FUN!

The first quarter of the year has had a good variety of events and locations. SDR has had performance driving events, tech sessions, dinners, a tour, Cars & Coffee and Krispy Kreme & Cars, just to mention a few.

Our first tour of the year was met with some rainy weather, but that didn't deter 28 Porsches from gathering at Porsche of San Diego to tour to Borrego Springs. It was a lot of fun, met a wonderful group of people and our sponsor for the event, Porsche of San Diego, gave us a great send off with a continental breakfast buffet.

So what is coming up in April? To start the month off is the California Festival of Speed. While this is not specifically a San Diego Region (SDR) event, it is hosted by PCA Zone 8, of which SDR is a member. Many SDR members will be there volunteering or partaking in the activities, so check out the flyer in the Witness. The following weekend is SDR's Krispy Kreme & Cars get together, where we'll see anywhere from 20-40 Porsches show up. That

same day we are having a Rally School starting at 9AM. The school will be held at Porsche of San Diego on Miramar Road. Our last Rally School was so popular, we had to bring it back. Check out the details in the Witness and come on out, we would love to see you.

On the 21st, SDR is having an autocross at Qualcomm stadium. This will be at the popular west lot—it is a great way to learn car control and have a lot of fun doing it. If you missed the Performance Driving School in March, sign up for the autocross and ask for an instructor, then prepare yourself for some fun. On the 27th we have two events. First is Cars and Coffee at the Carlsbad Outlet Center starting at 7AM. SDR usually gets between 35-50 Porsches attending, which for SDR is the last Saturday of the month. You can go straight from Cars & Coffee over to Hoehn Porsche for a tech session on the new Cayman. Hoehn is less than a mile away from the outlet center (check out the Witness or our website for more details) and you can follow us over to Hoehn for the tech session.

We'll round up the month with our Last Tuesday Social (LTS) which will be at Ignite Bistro and Wine Spot in

Carlsbad. We have changed the start time on the LTS dinners to accommodate busy schedules and Daylight Savings Time. The start time is now half an hour later at 6:30PM for social get together and 7PM for dinner. On May 5th we will have a Park & Party Car Show at Deer Park Winery in Escondido. This event is an opportunity to come out, bring your Porsche (no matter what condition) and hang out with Porsche folks. The event planners are creating a fun event and we hope to get over 100 Porsches on the grass. Hoehn Porsche is sponsoring the event and will have some fantastic new cars on display, plus a dessert truck.

We have a great region and fantastic volunteers helping all of us have fun with our Porsches. More events are in the planning stages and will be added to the calendars, so check out the website calendar for the latest and greatest additions.

Much of what we do would not be possible without the help of our sponsors and advertisers. Please support them with your business and thank them for their support.

See you on the road.



A great turnout at Carlsbad Cars and Coffee in February



April 2013

03 Wednesday Monthly Members and Board Meeting

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

Place:
Porsche of San Diego
9020 Miramar Road
San Diego, California

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.

05-07 Friday-Sunday Zone 8 California Festival of Speed

Place:
Auto Club Speedway
9300 Cherry Ave
Fontana, CA 92335

Details:
The California Festival of Speed is the biggest Porsche event in Southern California all year. The event features a PCA Club Race, as well as a Time Trial, Lunchtime Track Tours on the Auto Club Speedway Roval, a Vendor Row, and much, much more. For more information or Club Race registration see the event website.

Online TT registration: <http://msreg.us/CFOS13>.

Volunteers are very much needed. To volunteer please contact VVVince Knauf at VVVince@aol.com.

07 Sunday La Jolla Concours d'Elegance

Time:
9:00 A.M.

Place:
Ellen Browning Scripps Park
La Jolla Cove, La Jolla

Details:
Enjoy the 9th annual La Jolla Concours D'Elegance at Ellen Browning Scripps Park at La Jolla Cove presented by the La Jolla Historical Society. Register at lajollaconcours.com or call 619-233-5008. Benefits the La Jolla Historical Society and Monarch School. Featured events: Friday is a book signing. Saturday is a motor tour. Sunday is the Concours and motor car classic.

This event is not affiliated with PCA San Diego Region. PCA-SDR is publicizing this event as a public service.

13 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.

13 Saturday SDR Rally School

Time:
9:00 A.M.

Place:
Porsche of San Diego
9020 Miramar Road
San Diego, California

Details:
Rallies are back in SDR! Please join us for the first of two rally schools to get prepared for the September Rally.

Food and beverages will be served.

21 Sunday SDR Autocross

Time:
6:30 A.M.

Place:
Qualcomm West Lot

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

21 Sunday Car Wash

Time:
11:00 A.M.

Place:
Porsche of San Diego
9020 Miramar Road
San Diego, California

Details:
PCA-SDR members are welcomed to Porsche of San Diego for a complimentary deionized car wash! This will leave your Porsche spotless - the way it deserves to be. Please provide your own car wash gear and utilize the deionized spray for a spotless finish. First come, first served.

April 2013

27 Saturday Cars and Coffee

Time:
7:00 A.M.

Place:
Carlsbad Premium Outlets
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.

27 Saturday Tech Session

Time:
8:00 A.M.

Place:
Hoehn Porsche
6800 Avendia Encinas
Carlsbad, CA 92011

Details:
Hoehn Porsche will introduce the new Cayman model. Attendees will be able to view a Cayman on a lift to facilitate viewing of suspension and drive train. Food and drinks will be provided. This is a combined PCA-SDR /BMWCCA event.

30 Tuesday Last Tuesday Social

Time:
6:30 P.M.

Place:
Ignite Bistro and Wine Spot
6996 El Camino Real
Carlsbad, CA 92009

Details:
Join your Porsche social friends at the Ignite Bistro and Wine Spot in Carlsbad.

New start time is 6:30 for cocktails and 7 PM for dinner.



Jerry Bumpus and Martha McGowan at the Drivers' Dinner



Katina Rondeau and Tami Ibbetson

VILLAGE WALK CAR SHOW AT EASTLAKE



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PCA members are invited to display their Porsches at Village Walk in Eastlake
Car setup time is 4pm - 4:30 pm. Display time is 5pm - 7pm
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CONTACT: MARTHA MCGOWAN
prereg1@cox.net

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Legends of Low Riders

Story and photos by Michael Harris

The Lowrider exhibit reception drew over 600 exhibitors and guests to the San Diego Automotive Museum on Friday evening, March 1st. In addition to the 13 Lowrider cars and trucks and one chopper on the display floor inside, there were an additional 25 or so Lowriders in the grassy area behind the museum. It was a real happening occasion. A DJ played oldies but goodies while vendors dispensed delicious Mexican food from a Mexican taco and hot dog cart. Beer, wine and soft drinks were also available for purchase. It was fun mingling with the visitors and sharing stories about building cars in the 1950s, '60s and '70s. "Remember when we pulled the flathead Ford V-8 out of our hot rod/custom/lowrider and installed an overhead valve V-8 Chevy, Buick, Olds or Cadillac?" If you were into cars in the '50s or '60s you could actually buy a semi-running car for several hundred dollars. You could also afford the parts or the labor (but not both) in order to fix up your rod. As necessity is the mother of invention, one learned how to rebuild motors, brake systems, rear ends, suspension systems and more. Some guys even painted their own cars and got their girlfriends to do upholstery work. And as a labor of love, the results were usually pretty good.

Executive Director Paula Brandes was thrilled at the huge turnout. The only downsides were the long lines of people waiting to be checked in. Whether one pre-paid or paid at the door, you had a wait but it was well worth it. Several other Balboa Park museum honchos were present and commented very favorably about the tremendous enthusiasm of the visitors. The impromptu Lowrider car show in the backyard also had some amazing cars. From the 1959 Chevy Impala in ice blue two-tone to the 1930s and '40s Lowriders in metallic bronze and candy apple on the lawn, these were


magnificent cars. There were outdoor lights to help highlight the cars but it would have been great to see them in daylight. Paula noted that the exhibit has drawn a large number of visitors who have never seen a Lowrider, but that is exactly what the museum is for—to bring new experiences to people and enhance memories for those already familiar with the cars. She acknowledged the great debt the museum owed to Carlos C. de Baca, who helped arrange for the wide selection of cars both inside and outside the museum. If you hurry down to the museum gift shop, you may still be able to purchase one of the black t-shirts promoting "Make Lowriders Not War."

In looking at the display cars, both those in the museum and those outside, one notices how popular Chevrolets are. Most of the cars inside are GM products, mainly Chevrolets with a 1965 Buick Riviera. In talking to owners and visitors alike, the primary reason for Chevy's popularity was the fact they were good looking, plentiful, easy to work on and offered many custom parts and engine speed equipment at very reasonable prices. Several cars that were talked about a lot were not cars one would think about as a model for customizing, such as a 1954 Chevrolet station wagon and an ex-police car. The explanations were simple. The owners acquired the cars because they were affordable and over a period of time, the urge to build a unique car that was special to the owner resulted in a beautiful Lowrider being produced. Part of the strength of this show is the fact that these cars show the evolution of Lowriders from simple customs to wild show cars. And going back to the point of Chevy's popularity as a basis for a show car, look at the clean lines of the basic stock model. Certainly the 1971 Monte Carlo had very clean lines in stock form. As did the 1965 Buick Riviera as represented by the "Timeless" show car. Another display Lowrider was a 1954 Chevrolet pickup

that had been radically lowered, engine hopped up, and body painted in sparkling and bright colors and transformed into "La Morena." The six-cylinder motor had been warmed up by adding dual carburetors on a split manifold with a hot ignition setup.

In addition to seeing the cars themselves are photos of other San Diego Legend Lowriders and the local neighborhoods where the cars resided. One of my favorites was a 1958 Chevy hearse in two-tone brown with a padded roof and powered by a Chevy V-8. Cool car. The car club plaques and jackets were cool too. Saw a lot of these on owners at the reception—Brown Image Car Club, Ilegales, and many more.

It is not too soon to be thinking about the museum's next display offering, "Toy Cars, Scooters and Small Cars." If you have any auto-related items such as orange crate scooters, gravity racers, go-karts, Soap Box racers and things of that nature, and you are willing to loan them to the museum for their next display, please contact Kenn Colclasure at 619-398-0309. Kenn is also a Porscheophile who enjoys driving his Boxster "S." And if you do not know what an orange crate scooter is, come and find out.

The museum is continuing to broaden its membership base. If you are a member, you know you have unlimited free access, discounts on merchandise in the gift store, and a free subscription to Autoweek magazine. If you are not a member, please consider signing up. In addition to having visits for school children, the museum is open one day a month without charge. It is hoped that young visitors may become interested in the automobile and become hobbyists or even look at it as a career. Looking at our friends in PCA, we all know the enjoyment we have experienced by participating and volunteering. 



One of the most radical Lowriders—a 1971 Chevy Monte Carlo



"Timeless"—a beautiful 1965 Buick Riviera



Chevy pickups make good Lowriders too



Little Lowriders in front of 1965 Riviera "Timeless"



Early 1950s Chevy "El Dorado" Lowrider pickup



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A Porsche "Case" History

Text and Photos By Rich Fatuzzo

This article is written to honor Jack (John) and Ginny (Virginia) Case as charter members of the Porsche Club of America, and for their many years of service to the PCA and to the local regional chapters within Zone 8. But it is especially written in loving memory of Ginny Case, who recently passed away. All the Porsche club members and Porsche owners who knew and loved her dearly over so many years will miss Ginny. (Jack has received many "heartfelt" letters of condolence from PCA members and Porsche owners, including Porsche family members Peter and Wolfgang.)

Jack's road to "Porsche bliss" started when he was born in 1922 in Beverly, New Jersey, which is a very small township on the Delaware River across from Philadelphia (current population is less than 3,000 people). After graduating from high school in 1940, Jack then immediately served in the Army for four years during WWII in the European theatre, serving as a Staff Sergeant, and rising to the rank of Lieutenant. After the war, Jack attended Drexel Institute of Technology in Philadelphia, graduating in 1948 with a Bachelor's Degree in Mechanical Engineering. That same year, he married Ginny (Virginia) Jones, who was from Burlington, N.J., a small town about eight miles north of where Jack grew up, and who he had met at a party thrown by a mutual friend.

During Jack's college years and then in the early years of their marriage, the Cases had owned two MGs and two Packards, but things started to change in the early 1950's when the first Porsche 356s started arriving in North America via New York City, thanks to Max Hoffman, the first U.S. importer of the Porsche brand. Jack and Ginny enjoyed driving the MGs and Packard cars and were active members of the South Jersey Sports

Car Club, and were actually considering the purchase of an Austin Healey. But in 1954, they attended a race-car weekend in Connecticut where they happened to see a 356 Porsche on display at a local gas station, and that day their road to Porsche history started.

Around that same time, another Porsche visionary, Bill Sholar, who lived in the Washington, D.C. area, decided to contact the owners of Porsche cars, as more and more of these 356s started to appear on roads in the East and Midwest. After a preliminary meeting at Bill's home in February 1955, the first official meeting of the new club, Porsche Club of America (PCA), took place in September at Blackie's Grille in Washington, D.C., and Jack and Ginny Case were there, among the first charter members in the new PCA. In a short time, Jack became the National Executive Vice-President of the PCA and Ginny started serving on several club committees.

During the next several years, Jack and Ginny owned three Porsches and were instrumental in forming the Eastern Pennsylvania Region of the PCA. Ginny was working as a nurse for a local Philadelphia area hospital and then as a Nursing Administrative Supervisor for her hometown of Burlington. She enjoyed driving her 356 around the Jersey and Eastern Pennsylvania countryside, visiting patients in all kinds of inclement weather conditions. But before the end of the '50s, the Cases moved to the town of Lynwood in the Los Angeles area when Jack accepted an engineering position to work for Aerojet General Corporation.

In 1957, Jack was the West Coast Coordinator of the PCA when the San Diego Region received its charter, with Jack being the signatory Executive PCA Member for that charter. A few

years later, he also helped establish the Los Angeles Region of the PCA. At the same time, Jack Case was also serving as the Associate Editor of the Panorama, and the Cases were looking forward to receiving their fourth Porsche in October of 1959, by doing a Treffen to the Porsche factory and museum in Germany, a trip that the Cases would make several more times over the years, in some instances as honorees of the Porsche family.

In the years that followed, Jack and Ginny would become more and more involved in the Southern California chapters that were being established as part of Zone 8, including the Grand Prix and L.A. Regions, serving on many varied committees, but then especially the San Diego Region, when they moved to Oceanside from the L.A. area. Jack and Ginny would also participate and help plan many of these chapter's social events, including breakfasts, tours, road rallies, and concours. Jack even did some autocross and time trial events. Those Porsche club members who got to know Jack and Ginny very well over these years remember seeing them regularly at many of the PCASDR board meetings, and they would drive to almost every Porsche Parade throughout the country, only missing a few such events over the next 50 years. The highlight for our Region was when they served as Grand Marshals for the SDR 50th Anniversary in 2007.

Also during this time period, Jack and Ginny would win and/or receive many awards, especially for their rallying skills, or service awards for their continued commitment to the betterment of the PCA. By 2011, they would be the proud owner of their 13th Porsche vehicle, a red 2011 Boxster, having previously owned mainly 356s, 914s, a 914/6, 911s and another Boxster.



Jack and Ginny as Grand Marshals for the San Diego 2007 Porsche Parade. Photo from PCASDR archives.



Jack admiring the Ruby's Restaurant plaque honoring him and Ginny



Photo of Monique Straub and Ginny Case, taken at the Installation Dinner this past January. Photo by John Straub.

Although I have only been able to get to know Jack and Ginny for the last five years through various Porsche events and PCA activities, it has always been an honor and a pleasure for me to be in their company and talk with them about everything Porsche (or about New Jersey, our native state). Over the last several years, these meetings happened on a more frequent basis, when they would go to the Ruby's Restaurant in the Carlsbad Outlet Store Mall for breakfast, and I would drop by to say hello or sit with them during breakfast. The Ruby's Restaurant management (Porsche owners) and their staff also loved seeing them on a daily basis, and considered Jack and Ginny the "nicest and sweetest" customers that they knew. The Ruby's personnel got to know the Cases so well over an eight year period that they honored them by making a plaque with the Porsche emblem that says "In Appreciation For Their Continued Loyalty – This Table Is Proudly Reserved For Mr. & Mrs. Jack and Ginny Case – Thank you from Ruby's Diner Carlsbad." Their Porsche also has a reserved parking space in front of the restaurant.

For all those Porsche owners and PCA members who have known Jack and Ginny Case for these many decades, with some of you knowing them for over 50 years, there probably are many fantastic memories that you have experienced with them locally or at the Porsche Parades or other Porsche events, with some of those events in Europe.

Here's to many more Porsche events with Jack Case, and with Ginny Case in spirit! We all love you both!!



Bob McLaughlin and Ginny at the 2011 Parade

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Driver's Awards Party—AX & TT

Text by Martha McGowan
Photos by Greg Phillips

Once again it was time for the autocrossers and time trialers to gather and congratulate one another for a very successful 2012 driving season. Once again Tami Ibbetson and Katina Rondeau organized a great party for this occasion. About 75 drivers and friends gathered on a Sunday afternoon in a private banquet room at the Yardhouse in downtown San Diego to celebrate the 2012 driving season and to present awards.

At check-in, we were given our driver's wristband and two drink tickets. We had some time to roam around and chat with our friends before the food arrived. And what a sumptuous feast it was! With choices of seafood, chicken, beef, hors d'oeuvres and vegetarian dishes, no one went hungry.

Katina started the festivities by presenting the awards to the time trialers. Jerry Bumpus then took over and announced all of the people with perfect attendance at the autocrosses. They all received a coupon good for one free autocross. Then Bill Behun, assisted by Jerry Bumpus, handed out the autocross awards. Having a little fun, Carl Scragg and Terry Barnum presented Keith Verlaque with a custom-painted fly-yellow caboose, bearing Keith's 911 car number, for winding up behind them for the season.

There was also some good-natured

ribbing directed at Martin "she'll never beat me" Reinhardt. Only the previous weekend at an autocross event, his wife, Jennifer, beat him in timed runs not once, but twice! If it hadn't been for that young, really fast kid, Erik Kinninger, Jennifer would have won top time of day. I believe it would have been the very first time a woman would have done that.

Special autocross awards went to Bill Behun who was selected as driver of the year and Rick Richardson as rookie of the year. In the time trial series, Jad Duncan was chosen as driver of the year and Dan Carusillo was named rookie of the year. Congratulations to all of you.

The festivities closed with Katina receiving an appreciation award from the drivers for her work on the driver's awards parties for the past five years. Thanks go to Robert Baizer and Jack Miller for the time and effort they put in to organize probably the most successful time trial season yet. Jerry Bumpus and Mark Bray led another successful year of autocross events. Katina and Tami organized another excellent party. And thanks go to Mike Brown of Computer Integrated Machining for making the trophies.

To be eligible for a year-end award in a class for an autocross or time trial series, drivers must participate in at least 51% of the qualifying events for that year in that class and series.

Congratulations to the autocross class winners:

- 944 Spec - Grant Rayner
- CC01 - Jess Osterberg
- CC02 - Jerry Bumpus
- CC02L - Kate Mallory
- CC04 - Gary Burch
- CC05 - Tom Tweed
- CC06 - Herb Meeder
- CC06L - Martha McGowan
- CC07 - Terry Barnum
- CC08 - Adam Gill
- CC08L - Julieann Billings-Riordan
- CC09 - Steve West
- CC10 - Ryan Oehler
- CC11 - Martin Reinhardt
- CC12 - George Taylor
- CC14 - Mike Avitt
- CC15 - Jim Binford
- SS03 - Kenta Sasaki
- SS05 - Tom Randel
- SS08 - Doug Brekke
- SS09 - John Mellor
- SS10 - Andy Arvai

And congratulations to the Time Trial class winners who drive many miles and spend an entire weekend competing on the big tracks:

- 944 Spec - Debby Sharp
- CC04 - David Diamond
- CC06 - Dan Hockett
- CC07 - Paul Young
- CC09 - Dan Carusillo
- CC10 - Chuck Sharp
- CC11 - Steve Grosekemper
- CC12 - George Taylor
- CC13 - Jad Duncan
- CC14 - Mike Avitt
- CC15 - Jim Binford
- CC16 - Fred Wing
- SS07 - Rochelle Booth



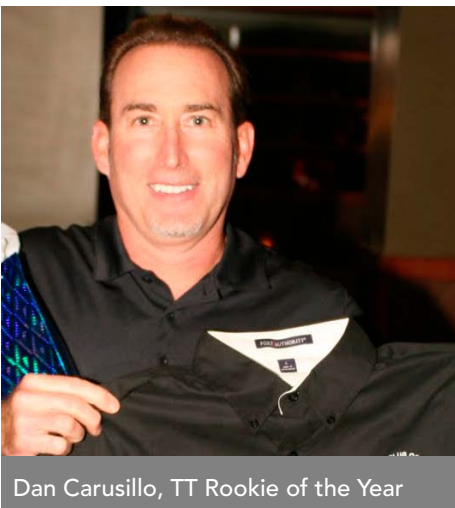
Terry Barnum, Carl Scragg and Keith Verlaque admire his "yellow caboose". Inside joke going on there.



Very classy awards



Greeters for the evening were Stephanie, Jacob and Will



Dan Carusillo, TT Rookie of the Year



Bill Behun, AX Driver of the Year



Jad Duncan, TT Driver of the Year



Cathy Young, aka Jane Deere, the DustQueen



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Chillin' on Willow's Streets

*Text by Mark Rondeau
Photo by Greg Phillips*

The first Time Trial of 2013 came up very early this year. We had our first event the very first weekend of the year and that made the holidays a little hectic. I worked with Robert and Jack on the logistics for the DE school and got ready for what I assumed would be a very busy weekend.

It was a very short work week before I took off with the Silver Bullet on Friday for Willow Springs. As usual, I was to meet Steve Grosekemper and Greg Phillips at our usual rendezvous point. Normally, we meet up with the rest of the Dieter's crew there, but most of them would not be at this event. Cathy Young was driving her car up a little later and Jim Duncan would be on a different schedule as well. It was going to just be the three of us for this caravan. Unfortunately, Greg received an early morning phone call that Pat, his better half, was being rushed to the hospital for an emergency appendectomy. Greg dropped off his camera gear and the projector that I would need for the DE school with Steve and headed off to the hospital to be with Pat.

After Steve and I met up, we headed up to Streets with just a quick stop for lunch and another at the Chevron in Rosamond to fill up the race cars and gas cans. It was an easy drive up with little traffic and we made good time. We noticed while getting gas that it was chilly out and hoped it wouldn't get really cold. We would be disappointed.

Once we arrived at the track and unloaded the cars and covered them, we had to get to the hotel so that we could check in and get ready to tech cars along with Mike Brown and Daniel Carusillo, our new TT/DE Tech Chairs. There have been a number of rule changes that Steve wanted to go over with Mike and Daniel to get

them up to speed before they had to tech cars in the morning at Streets.

We had a small number of cars to tech at the hotel and it went fairly quickly. At about 6:00 PM, all of us in the parking lot noticed that the temperature seemed to drop about 20 degrees in a matter of seconds. It didn't take long for us to finish up and head inside to register and warm up.

Robert Baizer was inside handling registration and handing out shirts to the drivers that had signed up for the season pass. The season pass is a good way to lock in a discount for the year if you plan on doing most of the events. This year, Katina Rondeau with Quali-Tee had again designed and printed long sleeved t-shirts with the track names on the back, the PCA SDR logo on the front and track maps down the sleeve. The shirts seemed to be a big hit with the drivers who received them.

With tech and registration done, it was time for dinner. Steve and I, along with Cathy Young, Jim Duncan and Frank Powell, took off to Black Angus for some food and beverages. After dinner, it was back to the hotel for some much needed rest as Saturday was going to be busy.

Saturday morning we were up early for our complimentary breakfast at the Hampton Inn. After breakfast, it was off to the track. As we were driving off, we noticed that it was 21 degrees. As we got closer to the track, the temperature kept dropping until it reached a low of 16 degrees! I was feeling pretty good about my many layers of clothing and Ugg boots.

When we arrived at the track, we had quite a task as we started to set up our pit area, warm up the cars and set up the power point presentation and projector in the Streets meeting room. I was able to get everything set up just prior to our drivers meeting,

which was good since the DE School Chalk Talk would be right afterwards.

During the drivers meeting, drivers were cautioned to start very slowly to warm up their cars and tires since it was so cold out. It was good advice, and the cool temps seemed to affect tires and grip all weekend.

Jack Miller and Robert also went over some of the changes in the rules as well as the usual business and did the instructor/student pairings. I had a student in the yellow run group, Gino Yu, along with my duties as CDI for the DE school. It was going to be a busy morning.

As soon as the drivers meeting ended, I quickly gathered our 8 DE students for our chalk talk presentation. After the presentation, the students got together with their instructors to ride for the first session. Although I would be running in the Red run group, I went out for a few laps in Orange session.

The first thing I noticed was that the track and my tires were very cold and seemed to have no desire to hold on to each other. I kept my speed down which kept the twitching to a minimum and only did a few laps before coming in to lead the Green DE group in their first exercises. Steve and I split the class in half and did a double session with them to run through their exercises. I felt very fortunate to have heat to the defroster in my 911 SC. Steve was not so fortunate and looked really cold.

As soon as the first two Green sessions were over, it was time for me to go out in Red. This time I had my student, Gino Yu in the car. I started off slowly and tried to get some heat into my RA1's, which I use as street tires on this car. I was able to warm up and get down to a 1:29.44 which was my fastest time ever at this track. Steve was

sandbagging and didn't have his transponder on as he needed to "charge it for a little while." Sohaib Kureshi was already down to a 1:22.89 in his highly modified 1986 911. Jim Duncan was right behind him with a 1:23.20 followed by Robert Bazier at 1:25.52, Jim Binford and Dan Andrews in the 1:26's, Paul Young at 1:28.72, and Richard Neff at 1:32.40.

When we came in, I had just enough time to help Steve set up the EZ-up before I jumped into my student's 996 in the Yellow run group. Gino had some experience at this track and had done a few other events as well. We started slowly and just tried to find the line during this session.

As soon as I got out of Gino's car I went over to my car to change to my practice tires. I had a set of Hankook Z214s that came off of my 944S and had 4 events on them. I figured that I would just burn the rest of the life out of them here. I didn't count on the cold affecting them so much. I had almost no turn in and when I finally did, the back end wanted to come around very quickly. It took a lot of steering input and throttle to keep the car pointed mostly in the right direction.

As the day and tires warmed up, the cars got faster. Sohaib Kureshi was able to drop down to a 1:21.86 which would be the top practice time of the weekend. Dan Andrews lowered his time to 1:24.30 ahead of Jim Binford's 1:24.64 and Mick Rosen, who moved into the Red group from Orange and posted a 1:25.02. Robert Baizer was at 1:25.17 and I was struggling at 1:29.64. Steve was working on Jack Miller's Lotus and both of them missed this session.

In the Orange run group, it was Mike Brown in the Smurf car that was leading the way with a 1:26.42, followed by Russell "Fireball" Shon at 1:27.16 with his highly modified Boxster. Craig Booth was at 1:28.17 followed

by a trio of Boxsters. Dave Hockett and Dennis Powers were in the 1:29's followed by Dan Hockett at 1:30.12. Chuck Sharp was back in the 944 Spec and down to a 1:30.20, with Rafi Gogus and Nick Perdikaris a little more than a second behind.

I jumped back into Gino's car for another Yellow run session and we continued to work on the line and looking farther ahead at this very busy track. Streets is really a lot of work for a big track. There are a lot of turns and elevation changes and only two short straight sections. From start/finish you go into a fast uphill dogleg to the right with a sharp off camber right hand turn just about 100 yards after the dogleg. The exit of turn two is downhill to a sharp left hand turn, off camber of course, which then heads up hill to another right hander, an immediate left hand and another immediate right hand turn. Now take a quick breath and set up for a left hand sweeper that drops into the fish bowl to the right. The exit of the fish bowl should set you up for the fastest section of the track as you take the back straight toward the "waterfall," which is a blind right/left chicane that drops off left into a hard downhill braking zone with a sharp off camber left. You almost get to catch your breath again before you turn right, then left, then a 180-degree right turn on the skid pad to the front straight. Now you can breathe, check your gauges and do it all over again in less than a minute and half.

As soon as we finished Gino's session, I was able to finally relax for a moment and grab some hot cocoa from Steve, who was smart enough to bring his camp stove to the track so that we could have some hot beverages during the day. It felt good to just hold the cup and get my hands warm. Cathy Young had brought homemade chili for lunch and we were able to sit down and enjoy a hot meal before we

went out in Red again. It was becoming apparent to me that it was going to take a while each session to warm up my old tires. I decided that they would like to be thrown around a little more and that would heat them up faster. I'm not sure that it worked, but it was a little more interesting and made each lap exciting. I was still hovering around 1:29, but I was having fun and burning up some tires. Jim Duncan was setting the pace at 1:25.16 and the rest of us spread out behind him, some farther out than others.

I came in from Red a little early and decided to adjust the rear sway bar to try and get some much needed grip to the front tires. I got most of that done before I jumped back into Gino's car for his session and finished the set up as soon as Yellow was done. When Red went out again, I felt like I had a little more turn in, but the snap oversteer was a little more pronounced as well.

Times were coming down in Red at this point. Jim Duncan was at 1:24.35 with Robert Baizer, Jack Miller, Steve Grosekemper and Dan Andrews all in the 1:25's. Jim Binford was at 1:26.07, Paul Young was at 1:27.10 and I finally got down to the 1:28's with Mick Rosen. The earlier turn in was helping, although I was kept busy trying to keep the back end from coming around as the car was really loose.

After Red, I swapped my tires around to even them out and noticed that they were almost finished. I figured that I would get the last session of the day in using them, and maybe the first session on Sunday.

Gino and I did one final session in Yellow and continued to work on the line, smooth inputs and looking ahead in his black 996. He was only there for one day and that would be our last session of the day.

When Red went out again, it seemed like every driver was determined to burn the rest of the life out of their practice tires. I did nine laps that session. I started with a 1:35 to warm up the tires and then had eight 1:28's in a row with a best lap of the day at 1:28.05. I drifted the car through the skid pad during every lap and one of the highlights was following Steve through with both of us drifting around the skid pad and onto the front straight before going past Billy, who gave us a thumbs-up at start/finish.

The temps had already started to drop as the day ended, and after checking the weather report and noting that rain was expected, we decided to pack everything into Steve's truck and the cars and take my truck to the hotel. It took a while to pack everything up and prepare for expected bad weather before we could head off to the hotel.

Once we got to the hotel and got cleaned up, we headed out for dinner at the Black Angus again. After dinner and some bench racing at our table, we headed back to the hotel for some sleep. I realized just how tired I was from all of the activity earlier.

We were able to sleep in a little bit before we had to head to the track. A quick breakfast at the hotel and we loaded up our bags and were off to the track. It had rained lightly overnight, but we saw mostly clear skies as we drove up to the track. It wasn't nearly as cold as the previous morning either.

I had an easier day ahead of me since I didn't have a student on Sunday. It seemed that I had all the time in the world compared to the day before. I was able to get the car warmed up and all of my gear organized before the Red run group had to go out. It was a very nice change of pace.

When we went out in Red, it was obvious that Jim Duncan was a man on a mission. He posted a 1:24.80 to start the day, with Robert and Jack about a half second behind in their Lotus Cup cars. Steve was running in the high 1:25's with Mick right behind him. The rest of us were running 1:28's and 1:29's. What little grip my Hankooks had the day before seemed to have left completely overnight.

The rest of the run groups went out in order until it was time for the green DE group to go out. Mike Brown asked if I could take his student, Jasmine Tripodi, out and give her a different perspective on the track. I agreed and put on my helmet and got into her 996 Turbo.

Jasmine was doing well for her first track event ever. She had a healthy respect for the gas pedal and was driving the line for the most part. We worked on using more of the track and finding a different line through the 3-4-5 section. As she picked up her turn-in and track-out points, she was able to smooth her driving out and improve. We both felt that she had progressed through the session.

When we came in, it was time to jump into my car to run in red and finish off the Hankooks. It was almost impossible to get any heat into the tires or get them to grip. I was fighting massive understeer and then just as quickly, counter-steering due to massive oversteer. I won't mention the extra activities that I was involved in, but I quickly decided that those tires needed to come off of the car right away.

After changing to the old Kuhmo 710 hand-me-downs from Dan Chambers, I was ready for my next session in red. While I was doing that, I also softened up the sway bars some more to try and get a little help from the suspension. I knew that the tires weren't going to help me out much and I was

desperate to find something that would work.

After I went out in the next session it was obvious that Jim Duncan was still the man to beat with a 1:23.81. He was followed by Jack Miller, Steve Grosekemper, and Robert Baizer, who were running 1:25's. Jim Binford and Russell Shon were running 1:26's and Mick Rosen and Dan Andrews were running 1:27's. Paul Young and I were running 1:28's, but I was happy with the car set up even though I still had no grip.

In the Orange group Mike Brown was fastest, running a 1:25.13, with Craig Booth in at 1:27.96, and Dan Hockett at 1:28.71. Jerry Hoffman, Don Middleton, Chuck Sharp, and Dave Hockett were right behind them in the 1:29 and 1:30 group, all within a second of each other. Nick Perdikaris, Bill Behun and Glenn Orton rounded out the rest of the group running 1:31's and 1:32's.

In the yellow group, Frank Powell was the only driver running sub 1:30's. The remaining yellow group drivers in order were Debby Sharp, Daniel Carusillo, Cathy Young, Dave Diamond, Rochelle Booth, Bill Ripka and Andrew Hearsum. Cathy Young did continue to provide on and off track excitement as she continued to push the limits of her street tires. I had a great view of the excitement as I was driving Jasmine's Turbo in that session with her in the car (to check the car out and show her the best line in her car).

Session 9 was more of the same for everyone, as most of the drivers seemed to have gotten to their best times already and were hoping to match them during timed runs. There was also a lot of concern about the ominous black clouds surrounding the track. It was still cold, windy, and looked like it would rain soon as we headed to the drivers meeting after lunch.

It seemed that Robert and Jack had noticed the weather and offered us a vote for earlier timed runs. If we were going to skip the next session and go straight to timed runs, it had to be unanimous and it was. We left the drivers meeting with the DE group heading out first and that would be followed by timed runs. Most of us were hoping that the rain would stay away until we were able to finish timed runs or the event would be declared a rain out. Since Steve was trouncing me, I wasn't so sure about that.

I went out one last time with Jasmine to instruct and she continued to improve. While we were out on the track, I noticed that the faster cars were preparing for timed runs by driving up and down the access road between Streets and Big Willow to warm up their cars and tires.

Timed runs were interesting to say the least. I did a quick lap around the parking lot before my timed runs and went out last in the second group, or so I thought. As I was coming around turn two, I saw Mike Brown in the Smurf car leaving the grid. I knew that was going to be a problem, since I had cold tires and he had just taken over the car from Jim Binford. Mike would have a warmed up car with warm tires. I knew that he'd be able to catch

me unless I got lucky. Unfortunately, I wasn't that lucky. My first lap was very loose as I struggled to keep the car on the track. I had hoped to have enough heat in the tires on my second lap to go a little faster, but I was unable to get any heat into the tires to increase grip. It all came undone as I hit the brakes going into turn two on my second lap. The tires locked up and I ended up doing a 180 as I went around the corner. I was able to slide off to one side and let Mike by without hindering him too much. and then finished my session.

Jim Duncan was able to take TTOD and 1st place in CC12 with a 1:24.14. Jack Miller took 2nd overall and led the X-Men with a 1:24.32. Steve Grosekemper was 3rd overall and took CC09 with a 1:25.10. Robert Baizer was 4th, followed by Jim Binford who edged out Mike Brown in CC14. Dan Andrews took CC11 and 7th place followed by the CC11 cars of Mick Rosen, Craig Booth and Russell Shon to round out the top ten.

Neil Heimborge took 2nd place in CC12 in his first event back after a hiatus. Daniel Carusillo rounded out the CC11 class in his first track event in his new Kinninger car.

Jerry Hoffman was able to edge out Don Middleton in CC10 with a 1:28.87

to Don's 1:29.67. I was able to hang onto second place in CC09 just ahead of Frank Powell and Dennis Power. CC08 went to Rochelle Booth with a 1:34.44 and Glenn Orton took CC07 in his Cayman with a 1:35.72.

CC06 had the Hocketts going after each other again with Dan edging out Dave by only .20 seconds. CC05 was led by BRI winner Paul Young ahead of Bill Ripka and Cathy Young. Bill Behun was the winner in CC03 and Andrew Hearsum took top honors in CC01 in his 914. 944 Spec was led by Charles Sharp with Debby Sharp in second and Dave Diamond in third.

As soon as timed runs were completed, everyone started loading up cars and gear to try and beat the rain that was coming. Steve, Cathy, and I were able to get out quickly and didn't hit any rain or traffic until we got to San Bernardino, making it a relatively easy drive home.

I may not have had a stellar weekend, but I had new tires ordered for Chuckwalla and was looking forward to better results at my favorite track in just a few weeks. That's a story for another day.



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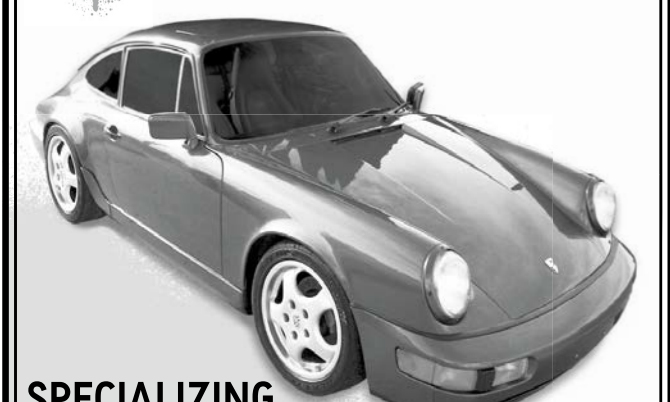
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looking for a 2.4 6 cil 911 targa complete engine email olivasba@hotmail.com

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

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

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

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

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

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

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Santee, CA
1998 Boxster Speedster

Aj Chutke
Carlsbad, CA
2012 911 S Coupe

Steve Dunn & Kirsten Dunn
Encinitas, CA
1987 Carrera

Anthony Gangitano
San Diego, CA
1983 911 Coupe

Ian Kenny
San Diego, CA
1987 911 Coupe

Pepe Larroque
Coronado, CA
2013 Cayenne SUV

Paul Mcke
Carlsbad, CA
2009 Carrera S Cabriolet

Michael Milam & Lisa Milam
Valley Center, CA
2001 Boxster Cabriolet

Jaime Nyheim & Erik Nyheim
San Diego, CA
2007 Carrera S Coupe

Dominic Oliveira & Gretchen Oliveira
San Diego, CA
2012 911 S Cabriolet

Horatio Quinones
San Marcos, CA
2009 Cayenne

Debbie Riley
San Diego, CA
2010 911 Carrera

Kris Roberts
San Diego, CA
2010 Cayman S Coupe

Patrick Schmidlin & Maja Popp
Schmidlin
La Jolla, CA
2006 Boxster S Cabriolet

Chris Schuster
Lakeside, CA
1988 944 Coupe

Tim Smith & Linda Smith
Poway, CA
2010 911

Mike Stringfellow
Carlsbad, CA
2002 911 Turbo Coupe

Richard Studer
Rancho Santa Fe, CA
1987 911 Turbo Coupe

Anniversaries

Five Years...

Buck Bitting
Francis Bockman
Fernando Cancel III

Daniel Carusillo
John Crow
David Grant
David Haller
Bryant Hebner
John Matthews
Darin Pines
Charles Torrez
Patrick Turner

Ten Years...

Oliver Cleary
Brian Mancarti
Robert Mcleod
Robert Meyerson

Fifteen Years...

Bryan Fuller
Al James
Jeffery Kelly

Twenty Years...

Tom Brown

Twenty Five Years...

Michael Harris
Erich Wilms

Thirty Years...

Bruce Carlquist

Membership for March 2013

Primary Members: 1460
Secondary Members: 1068
Total Members: 2528



Photographer Eric Hanauer's 993 catches the sky's refection perfectly.

March Board Meeting

Board Minutes

The March 2013 Board of Directors meeting was held at Keith Verlaque and Martha McGowan's home. Board members in attendance were: Bev, Jim, Jerry, Randy, Don & Greg – Mark and Paul were absent. The meeting was called to order at 7:06 p.m. and the February minutes were approved.

Treasurer's report approved.

President's Report

2013 Budget complete and approved.

March 8th DE Cancellation – Cancelled due to weather. Autoclub Speedway will give us a replacement date tbd.

Zone Rep Report

No report. Bev mentioned a reminder about CFOS, April 5, 6, & 7th at Auto-club Speedway in Fontana.

Chair Reports

Witness Billing: Web Billing – Tom discussed allowing quarterly billing for Witness. Motion to allow alternate billing in lieu of monthly billing. Motion passed. Motion to allow credit card billing option. Motion passed.

Vintage Racing: Catered lunches were discussed through the Navy caterer.

Tours: March 9th, create Motorsport registration – weather related plans for March 9th tour. Tour to go on unless weather worsens on Saturday.

Father's Day Tour to Lake Cuyamaca Restaurant in Julian.

Tech Sessions: Request to change Data Acquisition to 22 May/ new Discount Tire 19 June. Motion passed.

Social:

Hot August Nights – June 14th,

Installation Dinner- ideas and discussion.

Padres at Petco Park. September 8th mentioned as a possibility.

Encinitas Cruise Night – Aug 15th.

2013 Village Walk Car Show June 2nd.

Motion for 4th of July Pot luck. Motion passed. Location tbd. Looking for a house with a view of the fireworks.

Rally: Motorsportreg.com is up for the rally school.

Policy/Procedures & Region Rules: Discussion about formal letterhead being printed for club.

Military Liaison: Letters of thank you ready to go out with copies of the Witness

Insurance: Needs future events and reminder to turn in insurance waivers.

Historian: Still looking at plaques.

Concours/Car Shows: Park & Party Car Show May 5th, Motorsport Registration. Martin Lipp to help with marketing.

CDIs: Meeting tonight to finalize PDS planning. PDS School sold out with 5 on waiting list.

Autocross: Poor turnout at last event although it was a great track.

AX Equipment: Trailer needs cleaning out and we need a budget for storage stuff. Keith would like a co-chair.

Auto Museum: Lowriders are current display.

New/Unfinished Business

Cones – Festival wants to use 500 hard cones for CFoS – Jerry to arrange – what to do with afterwards?

La Jolla Concours has asked us to advertise event on website. Approved to allow on website.

Adjournment

Thanks to Martha and Keith for hosting. Adjournment at 8:53 p.m. The next meeting will be held April 3rd at Porsche of San Diego.



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