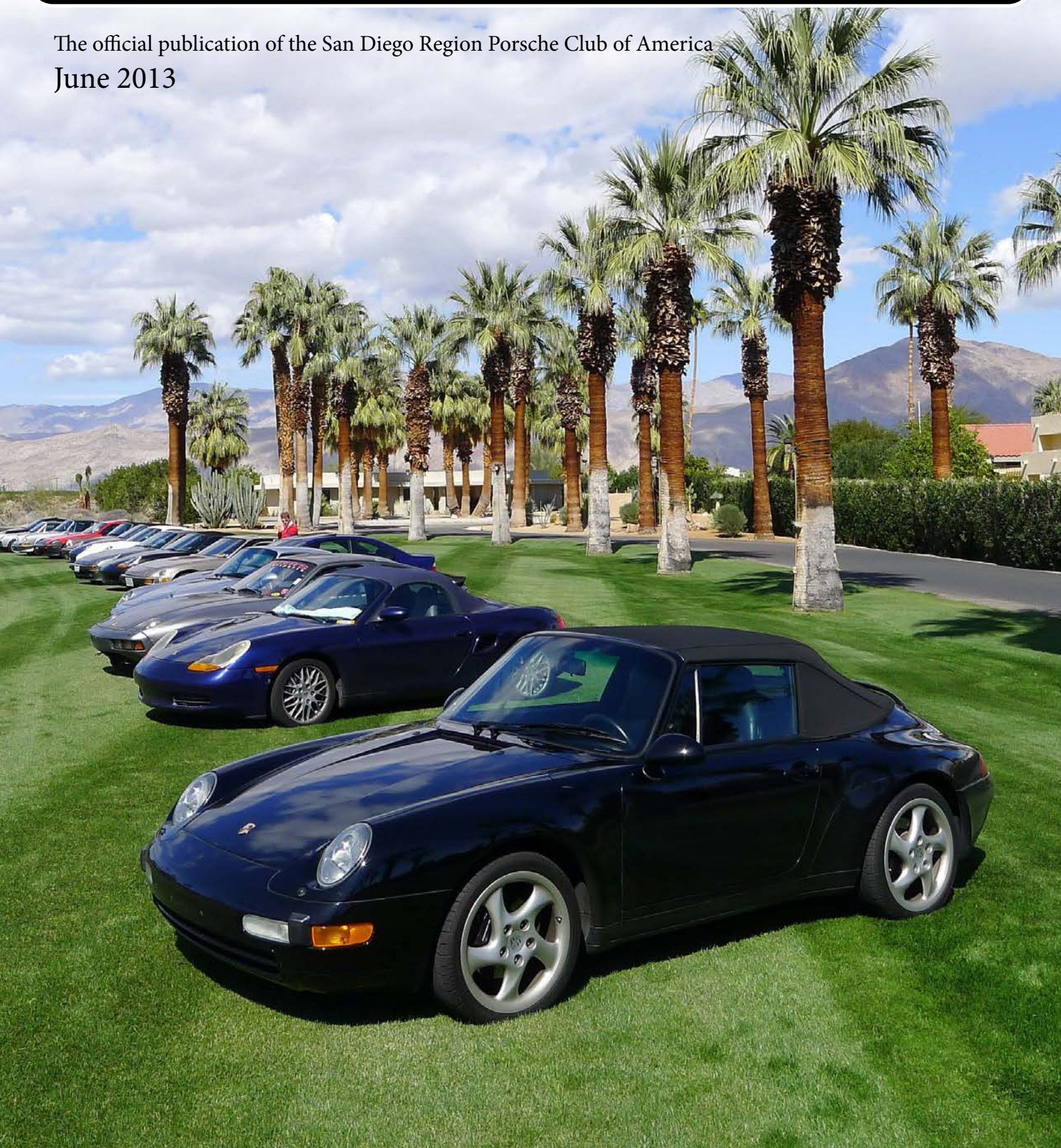




# WINDBLOWN WITNESS

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





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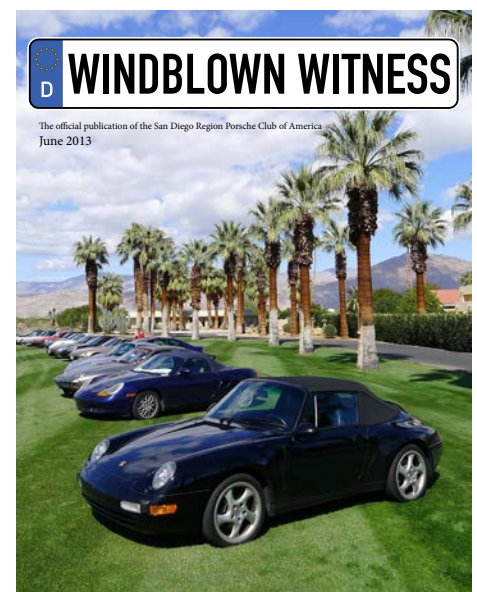
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## On the Cover



April Tour to Borrego Springs. Photo by Greg Phillips



# WINDBLOWN WITNESS

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# VILLAGE WALK CAR SHOW AT EASTLAKE





**SUNDAY JUNE 2nd**  
**VILLAGE WALK AT EASTLAKE**  
**878 EAST LAKE PKWY**  
**CHULA VISTA, CA 91914**

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  
**JUST SHOW UP!**

A portion of the parking lot will be flagged off specifically for our car club  
 Village Walk is an enchanting village of shops, services, and restaurants  
 in the Eastlake/Chula Vista area

CONTACT: MARTHA McGOWAN  
 prereg1@cox.net

## On The Road

*By Bev Gould*

Wow, June already! The first half of my term has certainly flown by. It is great to see so many members coming out to events. Our goal this year has been to add more social-type events to the calendar, in addition to our performance driving program. On the social side we've had Krispy Kremes, Cars and Coffee, a tour, tech sessions, dinners, Concours & Rally Schools and Park & Party car show. The calendar has been packed and a bit of something for everyone. For those who couldn't make it out yet, never fear we have more planned to add to the calendar.

Our first Rally School of the year at Porsche of San Diego was well attended with about 30 people. If you couldn't make it or want to practice some more, we have another one

scheduled on July 20th at Hoehn Porsche in North County. The Park and Party car show was a lot of fun, we had 60+ Porsches show up to help us enjoy the festivities. It was great to have the opportunity to meet so many new and returning members, while sipping wine and enjoying the view.

So what is happening in June? The first weekend, on June 2nd, we have a car show at Eastlake Village Walk. The following weekend, on June 8th, is Krispy Kreme & Cars, and on the 9th we are hosting a Zone 8 Autocross at Qualcomm stadium. June 15th is the Fathers Day tour, then on Wednesday, June 19th, a Tech Session at Discount Tire on Falken tires and racing.

Many of us are going to the Porsche Parade in Traverse City, Michigan. For those of you who don't know

what a Porsche Parade is, it is our PCA national convention held once a year. It is in a different location every year, and a great way to meet fellow Porsche Club members from around the nation, as well as compete at the national level in various events. While we are away at Parade, the Last Tuesday Social will be held at King's Fish House (one of my favorites) in Carlsbad. On the 28th join us for the Fallbrook Hot Summer Nights car show in downtown Fallbrook. Last year we had 60+ Porsches show up! We end June with Cars and Coffee at the Carlsbad Outlet center on the 29th.

To all those Dads, Dads to be and Dads remembered—Happy Father's Day. For those making a milestone graduating school—Congratulations!

See you on the road....



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# June 2013

## 02 Sunday Car Show at Village Walk

Place:  
878 Eastlake Parway  
Chula Vista, CA

Details:  
Here’s your chance to check out South-County! SDR will be displaying Porsches at Village Walk in Eastlake from 4:00-7PM. Car setup goes from 4PM-4:30PM. Display time is from 5PM-7PM. A portion of the parking lot will be flagged off specifically for our car club. Just show up! The address is 878 Eastlake Parkway, Chula Vista, 91914. Village Walk is an enchanting village of shops, services and restaurants in the EastLake/Chula Vista area. A band will perform and this family-friendly event also includes a free craft activity for children ages 12 and under, and free face painting and balloon sculptures.

## 05 Wednesday Monthly Members and Board Meeting

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

Place:  
Paul and Ruth Young  
1296 Australia Street  
El Cajon, CA 92020

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.

## 08 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.

## 09 Sunday SDR Autocross

Time:  
6:30 A.M.

Place:  
Qualcomm West Lot

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

## 15 Saturday Pre Father’s Day Tour

Time:  
8:00 A.M.

Place:  
Hoehn Porsche  
6800 Avenida Encinas  
Carlsbad, CA 92011

Details:  
It’s another tour! Meet at Hoehn Porsche. Join us for another fun and exciting tour... the day before Father’s Day Tour to

Milagro Winery! This tour will be held on Saturday, June 15th, starting from 8AM to approximately 2PM. \$15 per person for lunch and \$9.60 per person for wine tasting. Treat your father to a fun-filled day of driving, lunch and wine tasting! To register: <http://www.motorsportreg.com>

Questions? Contact Victoria Varon at [social@pcasdr.org](mailto:social@pcasdr.org)

## 16 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.

## 19 Wednesday Tech Session

Time:  
11:00 A.M.

Place:  
Discount Tire  
4355 Genesee Avenue  
San Diego, CA 92117

Details:  
Joint Porsche / BMW on Falken Tire Products and Racing Program, hosted by Discount Tire. Come and learn about the latest in Falken tire technology and tire products and the Falken endurance racing program. A Falken tire representative

# June 2013

will brief attendees on how the lessons learned from the successful campaign of the colorful Falken GT3 Cup car were applied to enhance the Falken tire product line as well as how to get the most performance from your tires. A drawing for door prizes will also be conducted and includes a radio controlled race car. Food and drinks will be provided by Discount Tire.

## 25 Tuesday Last Tuesday Social

Time:  
6:30 P.M.

Place:  
King’s Fish House  
5625 Paseo Del Norte

Carlsbad, CA 92008

Details:  
Come out and meet your Porsche club social friends for dinner. No RSVP necessary.

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

## 28 Friday Hot Summer Nights

Time:  
4:30 P.M.

Place:  
Main Street  
Fallbrook, CA

Details:  
Join your Porsche friends in Fallbrook for the amazing Hot Summer Nights. Check out all the beautiful sports cars lined up along Main Street. Enjoy shopping, wine tasting, food and a local band. Will SDR win Best Car Club AGAIN this year? We need you and your car. Be at Main Street in Fallbrook ready to display your car at 4:30PM. Parking on the street closes at 5PM. We will gather at 6:30PM for dinner at La Caseta Mexican Restaurant at 111 N. Vine Street (at Ivy), Fallbrook 92028, (760) 728-9737

## 29 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.

## 30 Sunday Instructor Day at Qualcomm

Details:  
As a THANK YOU to all, the club has given us an instructor day (free driving!) at the stadium west lot on Sunday, June 30. Some highlights that can be mentioned:

Morning session: Guest speaker plus we will have 4 areas of exercises to rotate about:

1) We will recreate the new dynamic exercise we had at the school with improvements we learned from the school. We’ll all test it out and see how we might improve it some more.

2) Skid pad A – We’ll set up the pitch and catch and run it clockwise. Reward for who can do the most consecutive pitch & catches!

3) Side-by-side, down and back slalom course contest.

4) Skid pad B – Like skid pad A but run counterclockwise.

Afternoon session: The PDS track layout but with a wider lane. Each instructor will have 2 driving and 2 ride-along sessions. Swapping/driving the other instructor’s car will be encouraged to learn/feel the abilities of other models than your own.



# June is Car Toys Time

*Story and photos by Michael Harris*

The new exhibit at the San Diego Automotive Museum will open June 7th and be labeled as “Car Toys.” This display is something completely different for the museum. The display will offer something for children and adults, or certainly for the child in all of us. Toy cars in all forms will be the draw. From gasoline-powered bumper cars to soap box derby racers powered by gravity to toy cars made of wood, metal, plastic, and tinplate. There will also be some wonderfully detailed RC (radio controlled) model racing cars in 1/8th scale. There will also be some pedal cars as well as bicycles on display. As staff notes in their mailer: “Back in the days when kids actually built stuff with their own hands! What a concept!”

Staff also have a Junior Dragster and Junior Baja Racer to display. The dragster looks like a scaled down version of an alcohol dragster with long wheel base, narrow track, rear engine with small displacement motor cycle engine but they really go. The dune buggy looks like a scaled down Baja truck racer. A number of old toy catalogues, well before our time, are also on display. Among the most unusual display items are carnival bumper cars. These look just like the cars you used to drive at the county fair. As you recall, these cars were electric powered and you could ram your girlfriend’s car, or vice versa. Tons of fun for a quarter. Now some enterprising person has removed the small electric motor, added wheels and a small motorcycle engine and these cars really go. The builder has experimented with different forms of chassis and engine types. The first “cars” had small displacement two-stroke motorcycle

engines, but his latest car has a monster 750cc four stroke motor cycle engine with lots of horsepower. Sorry, no test drives. Also on display are orange crate scooters. You made these by taking your sister’s skates and cutting one in half and nailing one pair of wheels to the front of a 1” x 4” board and the other half of the skate to the back half. As you needed something to steer with, you upended an orange crate and nailed it to the top of the 1 x 4 board, then attached a piece of cut-off broom handle in order to guide this missile. Fun!

Go-karts are also part of the exhibit. Two are on display. The first is a crude example from the 1950s with a small chain saw type motor—just fine for putting around an empty parking lot somewhere. The other kart is a modern, full-on race car that Alain Prost or Michael Schumacher would feel comfortable in. It all sounds like a lot of fun. Please bring your children or grandchildren. But you don’t have to. You are guaranteed to have an enjoyable time even without the children. We will have more information and more photos next month on the museum’s next display offering, “Toy Cars, (and Scooters and Small Cars too).”

The Lowrider Legends display received a rousing send off on Saturday evening, May 18th, from 5:00-9:00PM at the museum’s backyard party pad, with an evening featuring Lowriders from Tijuana. The party featured a number of Lowriders from Tijuana, live music by Grupo Casinos, and authentic Mexican food. The cars were beautiful and the attendees congenial. Great party and a wonderful display.

The museum continues to upgrade

the facilities by making them more attractive inside and out. New landscaping is being planted around the building. The outside vegetation has become overgrown with plants and bushes needing a major replanting. The museum has partnered with the City of San Diego and San Diego High School to remove the overgrown plants and bushes, to be replaced with more attractive and more water-saving plantings. The project is scheduled for completion this fall.

Executive Director Paula Brandes announced that the Lowrider Legends exhibit has been extremely successful. Over 5,000 people visited the museum during the March and April Free Tuesdays. San Diego has also been a popular spot for Spring Break and this year was no different. It was very rewarding to see all the visitors these past several months. They would freely engage with the docents and ask questions about the display vehicles. SDAM is privileged to have so many interesting and knowledgeable docents. Ms. Brandes notes that over 100,000 patrons attended the museum in the past 12 months, and many were children. However the entry fee only pays for a small part of the overall expenses involved in running the museum. Becoming a member of SDAM makes a huge difference in being able to make continued visits fulfilling and rewarding. Please become a member.

We will have more information and photos next month showing you what interesting car stuff is awaiting your next visit.



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Blue tinplate car



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# California Festival of Speed

*Text and photos by Greg Phillips*

Thanks to a lot of work and volunteers, the California Festival of Speed is back! After a couple of slow years, 2013 was a winner. There were plenty of drivers (PCA & POC) for both the TT and Club Races at a very nice facility just 2 hours from San Diego, plenty of vendors, lots of volunteers, swap meets, Porsche corrals, taste of auto-cross, lunch track tours and concours, with the pièce de résistance being the 50 years of 911.

We left Dieter's on Thursday morning to drive up to the Auto Club Speedway in Fontana. Even with a late start we arrived early as there was very little traffic, and were able to check in with registration and get our arm-bands, run group stickers and garage assignments. The rest of Team Dieter's was also arriving with Ethan Dahlkamp bringing his trailer that would be team central for the weekend. The cars came off the trailer and the truck was soon unloaded as Steve was laying out his tools and setting up his "OR" for the weekend. Tech inspection was soon in progress and keeping Mark Rondeau busy with the time trial entrants, while Ethan was going through his club race tech. Dan Chambers and Cathy Young arrived later in the afternoon with their 911s, leaving Ethan as the odd man out, not only in a Boxster but also club racing while the rest of us were time trialing.

The afternoon went quickly and soon Mark was starting up the BBQ for dinner with steaks and asparagus. We had a beautiful sunset and were thankful for the weather cooling down from the previous heat wave, and it was supposed to be even nicer as the weekend progressed. We turned in early as we had an early start the next day.

Traffic started early Friday as people started arriving to set up and get through tech before the driver's meeting. This was a combined PCA and POC event and it took a while to get all of the drivers through the tech process. Jack Miller and Robert Baizer quickly went through the details and safety issues for the weekend and reminded us to be careful and respect the speeds. Since there were only two TT groups the speed differentials would be greater than usual, especially with the oval. It turned out for this event at least, the oval was not our problem.

Club racers were out first for practice and then it was time for Red group, and Steve was up in the 911SC with Cathy as passenger. There was a new gridding system this year and it worked much better than previous years. Rather than backing cars into grid spots on the cold pits, they used the media parking area and were able to pull the club racers into their proper spot, and for the TT groups we could choose the fast or faster lane and were then quickly gridded. It was much quicker and more convenient. Steve was checking the fitment on new wheels and came in early as there was some rubbing on the rear wheels. We switched wheels and it was soon time for my laps.

The first two laps were under yellow to give us time to reconnoiter the track. Fontana is the most variable of the big tracks, as where they set up the chicanes and the entrance to the oval can make a big difference. This year the tire barriers at turns 10/11 were tight, but at the playground area before the oval they had put the cones further out and had also opened up the inside apex to the oval, but had used a pair of large cones to mark the inside of the track. After the yellow laps we were able to start

picking up the pace. There was some traffic to sort through and then I had a few clear laps before catching up to lapped traffic again. The car was running well and stable on the oval but seemed tight on the slower sections. Steve had set it up to try and minimize tire scrubbing on the oval but it would take some time to see if that was effective.

Steve had a better run on his next session and was picking up the pace, dropping his best time to 1:59.07. James Buck was leading the Porsche pack at 1:49.96, with Jim Binford not far behind at 1:53.32. The Hocketts were out in Red and turning an even pace, with Dan just ahead of Dave, 2:02.60 to 2:02.85.

My next session also went better as I got a start near the front, had a good dice with Philip Strong's C4S, and was able to drop my best time to 2:01.23. The C4S had more power and would pull away on the front straight, then I would try and reel him back in through turns 1&2, but this did make for an interesting pass on a Cayman, however. The C4S was passing the Cayman on the high side through 2 and I was coming faster on the low side when the Cayman moved down and I decided to use the apron rather than trying to lift in the corner. It worked out well and I ended up passing both cars, but it was a big pucker moment. We chased for the next couple of laps as Philip did get by me in the straight and I got balked by traffic on the oval. He was working hard though, as he had a tank-slapper in the playground.

After he pulled off I continued to have fun, but also ended up hitting one of the apex cones leading onto the oval and cracking my front bumper. Michael Brown was leading the Yellow group in the Smurf and was down to 1:56.98. Right behind him were Kris



Scheussler at 1:59.09, Tom Ridings at 1:59.96, and Ed McRae at 2:00.37 in his Cayman.

As the day went on, the temperature climbed and the grip did drop off some, but it did not get too hot. It didn't slow down Steve (1:57.33) and Mark Rondeau (1:57.58) however, as they both dropped their best times. Jim Binford was still quick at 1:54.52, and even with the higher temps the 944 Turbos of Otto Obrist (1:54.71) and Michael Cornelius (1:56.33) improved. Turbo power was also helping Neil Heimburge, as he was down to 1:59.05 in his 993 Turbo.

My last session also went well, since this time I was chasing Ed McRae's Cayman. Never did quite catch up to him as I got trapped by traffic, but our final times were close, with Ed at 1:59.61, and I was finally under 2 minutes at 1:59.75 on my last lap of the day. It seemed to bode well for the rest of the weekend, but when I got back to the pits, I found Cathy Young's car coming in on a flatbed. It seems her new right-rear Toyo R888 tire had gone flat on the oval and she was lucky to bring it down and get stopped on the apron. The tread was wrapped around the wheel and axle, and when they released the lug nuts it popped the tire off with some force. Luckily Mark had some spare 16" wheels and



tires and she was able to use them to finish the weekend. Another Festival, another R-rear tire story.

Since Pat had come up in the afternoon for the event, we were checking into the Hilton for the rest of the weekend, and Friday night was a PCA dinner at a local Italian restaurant. After dinner it was back to the hotel to rest for another early start.

Saturday was going to be a busy day, not only on the track, as we had 4 run sessions, but also off the track. Saturday would have the most visitors as the concours, Porsche swap meet, Porscheplatz Cars for Sale, and the 50 Years of 911 timeline. We had another drivers meeting to start the day and then Red run group was the first out. Since Steve and Mark had stayed at the track in Ethan's trailer, they had plenty of time to get ready for the morning session. He had made some adjustments and came in after a few laps to check pressures and also add some fuel for my session.

But the first session did not go well for all. Mark had problems with his shifter and ended up missing a shift and came in early, and on the yellow flag laps a couple of cars accorded up in the braking zone and had some contact. After inspection of Mark's car, the good news was the valves

were OK but a pair of rocker arms had let go. He was off to try and find a spare pair. It took a while to track them down, but between Behr Salehi and Road Race Motorsports he found them, and Steve was able to make the repairs.

My session went smoothly, but even with the cool morning conditions my best time was 2:01.97. I was followed for several laps by Philip Strong as we compared lines, until he went by on the front straight. I chased Cathy Young to the checkered flag but did not get by to lap her, and her best time was a 2:08.88. Michael Brown was our pacesetter again at 1:56.00.

Steve and Mark both missed the next Red session due to mechanical repairs in progress on Mark's car, but James Buck was still going quickly and led the group at 1:51.25, closely followed by Greg Adelman at 1:52.54, and Otto Obrist at 1:52.58. Don Middleton had picked up the pace and was down to 1:57.08, but Michael Cornelius was still leading the CC10 contingent at 1:55.85. This session was shortened as a GT3 lost it in the chicane at 10-11 and hit the wall.

In between my sessions I was kept busy shooting photos of all the 50 911s that were on display, one for each year of production. They were an



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Tom Gould manning his booth



Zone 8 Rep Tom Brown

impressive sight to behold. The concours and swap meet were also going full swing as I headed back to the garage for my session. It was uneventful by comparison, and I was able to get 9 laps in, but my best was a 2:01.53. Chuck Bartolon was going quickly in his CC06 964 at 2:01.04, and Michael Brown had some more competition in CC14 with Dave Elsner and Ivan Lee but was still fastest at 1:55.09.

After my session was over I had to hustle back to the track to get more pictures of the 50 Years of 911 display. They had arranged the cars on the start-finish line before taking them out for parade laps. It made a great impression and photo opportunity, as evidenced by last month's *Windblown Witness* cover by Sunny Chamblee. Thanks to all the volunteers who made it possible, along with all of the owners for bringing out their beautiful 911s to share.

After lunch in the trailer, it was time for Red to run again. Steve and Mark both made it out, but they swapped cars so Steve could check Mark's car out and he only ran a 2:01.73. Mark was running well in my car and dropped down to 1:58.93. Dan Chambers had moved into Red and dropped his time down to 1:59.73, while Greg Adelman improved his time to 1:50.74 to lead the group. But the session was cut short as Otto also lost traction in the chicane at turns 10-11 and also found the wall.

My next session went well, but I was still stalled above 2:00 at 2:02.47. Dave Elsner had moved to the top at 1:56.31 and Ed McRae's Cayman in CC08 was down to 1:58.29. Philip Strong finally broke through with a 1:59.22 in his C4S, just behind Kris Scheussler's 911 at 1:59.15.

The last Red session went well for Steve except we continued having problems with brake lockup, especially going into the hairpin at turn

9. After his session we had some flat spots, although his times were good at 1:58.35. Mark's car was running better and he just pipped Steve at 1:58.16. Robert Baizer had picked up his pace and was just ahead of Jack Miller 1:55.19 to 1:55.74 in their Lotus Exige Cup cars. In between was Don Middleton at 1:55.25. Greg Adelman (1:51.19) and James Buck (1:52.49) were still on top with Jim Binford next at 1:54.20.

Our last session was just before the Club Race Enduro and it went well. I had a good dice on the oval with Chuck Bartolon. He passed me at start-finish and then I pulled back by through turn 2, then he was later on the brakes and pulled ahead by turn 3, and then he pulled ahead through the next section. He was turning a best of 1:59.84 and I was monotonous at 2:02.23. I also had some braking issues at turn 9 with a few smoke signals, and at the end of the session had gone down to the cord on the left-front tire. Philip Strong had new confidence or better tires and dropped to 1:56.92. Jasmine Tripodi had her 996 Turbo down to 2:03.94 and Cathy Young was down to 2:06.56 in her 911 Carrera.

After our session it was time to watch some of the Enduro before the evening trackside dinner. It was a GT3 Cup race at the top, with Chip Romer taking the top spot. The top 6 were GT3 Cup cars of various years until Bayan Salehi took 7th in his 1973 GT3S 911. David Buhain's GT3R and Peter Czajkowski GT3S Jager car rounded out the top ten. Also from San Diego were Garret Guess (GTB1) in 14th, Cory Muscat (GT4S) 19th, Paul Young (D) 20th, Chuck Sharp (SP1) in 28th, and Bob Mueller (GT4S) in 31st, with Jim Copp (GT3S) a DNF.

After the race we headed for the 911 Design tent for dinner and drinks before heading back to the hotel for some rest. It had been a long and busy day. Sunday would be quieter,

but with timing at the end of the day.

Sunday was our late day as Red did not go out until 10AM, but I still went to the track early to take some photos of the racers in the morning. We had just one practice session before afternoon timed runs, and had put on our better tires for the timed runs. Still concerned about some handling and braking issues, we hoped for the best with Steve's chassis adjustments. With the new tires, Steve ended up with a 1:58.78, but most of the Red group used the cool morning air to their advantage and dropped their times. Kevin Wood's X car was down to 1:40.58, and Greg Adelman dropped to 1:49.98, with James Buck and Jim Binford following. Don Middleton improved to 1:53.58 and Neil Heimborge to 1:54.03. Mark Rondeau also dropped to 1:55.46, even with slow shifting. The Hocketts were both under 2:00 and tied at 1:59.71.

I had my last practice session before lunch, but that one did not go well. I anticipated a green flag after one lap and passed a 964 at start-finish, but it was still yellow—oops—and I slowed down back behind. I was not alone however, as coming into turn 3 a Boxster was trying to pass me. After we finished our yellow flag laps on the first hot lap, I had brake lockup coming to turn 9 again and decided to cut the session short to make sure the tires would be OK for the timed runs.

Before then, we had a break for lunch and a few races and some last minute shopping at the vendors, and then had the final drivers meeting to review timing procedures, which are different for this track. Rather than our usual 2 timed laps without traffic, this time it would be more a group qualifying session. We were split into three groups, which also included some of the club racers, and each group would be flagged off in order of their times with a gap. You then had the whole session to try and get a clean fast lap



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as your best lap would be your time.

Steve was up in the first group, and he lined up after the combined sprint race and was flagged off. He hit some traffic but then chased a Cayman rabbit, and on lap 5 turned a 1:56.59. The next lap was no better, and he came in to let me get ready. I was at the front of my group and had a clean track from the flag, and by the second lap I turned a 1:59.46. The next lap was 1:59.83, and by the end of the next lap I was catching lapped traffic and decided it would get no better and came in.

At the end of the day, the standings looked different from the final timing sheets, as this was a combined PCA and POC event. Some of the POC drivers were only competing in their series, so their times were not included in the PCA final results. James Buck (CC14) held on to the TTOD

at 1:50.08, followed by Jim Binford (CC14) at 1:52.73, and Michael Brown at 1:53.04 in the shared Smurf car. Next was Jack Miller (X) at 1:54.11—unfortunately it was a Pyrrhic victory as he hit the bump in the playground and spun out and into the wall during the timed session. Don Middleton (CC10) was 5th at 1:55.06, with Mark Rondeau taking CC09 honors at 1:55.49 for 6th and a great come back. Rounding out the top ten were Robert Baizer (X) at 1:55.45, Michael Cornelius (CC10) at 1:55.64, Neil Heimburge (CC13) at 1:55.70, and Dan Chambers (CC11) at 1:55.81.

Other class winners were Ed McRae in CC08 at 1:58.01, Chuck Bartolon in CC06 at 1:59.76, Paul Young in CC05 at 2:00.05, Jim Walker in CC12 at 2:01.37, Glenn Orton in CC07 at 2:01.90, Chuck Sharp in 944Spec at 2:03.41, Glen Oliver in SS03 at 2:04.16, and Mark Bray in CC03 at 2:06.01.

Only Dan Chambers had avoided the Dieter's garage jinx, as his car ran flawlessly the entire weekend. Ethan did not finish his final race when his clutch hydraulics let go. Cathy had a tire problem, Mark suffered a broken engine, and my car had braking issues. It was a great event but I will hope for better luck next time. As an addendum, in the post race inspection, while changing out the front calipers, Steve found that 3 of the 4 wheel bearings were ready for replacement and the rear sway bar was broken. He got them fixed and we ran at Spring Mountain with much better results, but that is a story for next month.



Dan Chambers photobombs Steve and Sharon Grosekemper



PCA Vice President, Caren Cooper



# Rancho Guajome Car Show

Text and Photos by Rich Fatuzzo

On Sunday, May 5th, over 100 PCA-SDR members and their families, friends and guests gathered and thoroughly enjoyed themselves during the informal Park and Party Car Show at the Rancho Guajome Adobe site, located at 2210 N. Santa Fe Avenue in Vista. This magnificent setting is part of the historic, Rancho Guajome Park.

In brief, the Rancho Guajome Adobe and County Park has a very rich history, depicting the legacy of the early Rancho days of this area of California. It was originally part of a 2219-acre Mexican land grant that was a wedding present to Ysidora Bandini Coutts in 1851, when she married Cave Johnson Coutts, a young Army lieutenant. They settled the area and raised livestock and started building their 7,000 square foot adobe hacienda in 1852, with its 28 rooms. Over the years, other historic buildings were built that included a carriage house, store with schoolrooms, a chapel, servant's quarters, barns, stables and corrals. In addition, there were an extensive number of orchards and vineyards.

Club members arrived in a variety of about 60 Porsche models, years and colors, and upon arrival for the show were warmly greeted by the Lopez family, Maria, Araceli and Anysse, who gave each Porsche owner their registration information and event tickets for food, drink, and the raffles that were sponsored by Hoehn Porsche. After receiving these items you then proceeded a short distance down a dirt road where Randy Pickering, Jerry Bumpus, Renata Okubo, and other PCA-SDR members helped in the positioning of each Porsche vehicle. In addition, Roger Wood, a Hoehn Porsche Sales Ambassador, brought to this event four Porsches from the Hoehn dealership: an Agate Grey 2014 Cayman; a white 2013 Carrera S Cabriolet; a Guards Red 2013 Boxster

S; and a Carbon Grey 2013 Panamera. Besides the Hoehn Porsche car display, Roger Wood also gave Hoehn Porsche key-rings and 2014 Cayman S posters to PCA-SDR members and their guests.

Over the next several hours, we all had the opportunity to socialize and admire each of the PCA member cars displayed. Some of the more interesting Porsches at this event were, in no particular order: Bill and Vida Ceno's Speed Yellow 2004 Carrera GT; Nancy Baker with Edina Zakar in a Guards Red 1959 Convertible D; Jack and Cindy Brauer's white 1964 SC; Mark Gomez's silver 1948 356-1 recreation; and Ted Witte's Aqua Blue 2013 Boxster S. During this time, everyone ate lunch, either from their own picnic baskets or bought from the Bitchin Burgers and Lez Eat Southern food trucks, and also enjoyed some of the tastiest cupcakes and assorted pastries from the Sweet Treat food truck. This made most of us thirsty, so to wash this all down, we used our two beer and/or wine tickets courtesy of the Aztec Brewing Company of Vista.

Around 2:00 P.M. we all gathered to listen to Randy Pickering and Steve Lopez hand out the awards for the day. Most of the awards were graciously provided by the Hoehn Porsche dealership in Carlsbad, with others provided by our club. First, the People's Choice award went to Jack and Cindy Brauer and their white 1964 SC, and the Best Picnic Basket Display went to Nancy Baker and Edina Zakar. The award for coming the longest distance went to Mark Matanza from Otay Ranch. The Oldest Vehicle award went to Mark Gomez in a 1948 356-1, and the newest went to Rafael and Adel Gomez in a 2013 911CS. Each of these winners received a Porsche Design etched tumbler glass. The raffle winners were Greg and Pat Adler, who won a Martini Racing beach chair, and John Gurell, winning a \$50 Hoehn

gift certificate. Jerry Hoffman and his wife, Dorothy, won the biggest award of the day—a \$200 gift certificate for use at Hoehn Porsche for either service and/or parts.

In closing, we would like to thank Sean Conner, General Manager of the Hoehn Porsche dealership in Carlsbad, for his company's generous sponsorship of this event, and Roger Wood, for bringing the four new Porsche models and the Hoehn Porsche key-rings and Cayman S posters for participants, as well as the raffle prizes.

Appreciation goes to Randy Pickering and Steve Lopez for the scheduling of this event and to the Lopez family for the great job they did at the registration booth. We would also like to thank the Rancho Guajome Adobe staff for their assistance throughout the day, including their staff members who conducted the guided tours of the hacienda. Appreciation is also extended to the food and drink vendors for the services that they provided to all attendees. And, a big "shout-out" goes to our club members who helped park the vehicles, and to all of the PCA-SDR members and Porsche lovers who attended this great social event.



Jerry and Dorothy Hoffman, the big raffle winners



Mark Gomez proudly displays his silver 1948 356-1 recreation



Jack and Cindy Brauer and their magnificent-looking white 1964 SC



Emilia, our new Porsche Autocross Chair (Rafael and Adel Gomez's daughter)



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# Rally School

*Text and Photos by Rich Fatuzzo*

For those Porsche car owners and PCA-SDR members that like to compete, but at a much more moderate pace than autocrossing and time trial events, road rallies are a perfect match. And, for all of us who love to participate in our club tours and enjoy the backcountry scenery, but miss some form of competition, then road rallies are the way to go. Frankly, if you are just looking for another great excuse to be around Porsche owners and their cars, and to show off your own Porsche, like in a concours, then you just have to participate in a PCA-SDR road rally event. In addition, these road rallies also stress the importance of teamwork between the car driver and the car navigator, in a fun, driving-event way, and can pair spouses or relatives, the young and the young at heart, just friends or complete strangers. This spirit of camaraderie between driver and navigator is necessary to obtain the best possible score in a safe, driving environment.

And that is what took place on Saturday morning, April 13th, when 30 PCA-SDR members (driver + navigator) participated in the PCA-SDR Rally School, and then the actual Time/Distance/Speed Rally event, in 15 Porsche cars, with this event graciously hosted by the staff of Porsche of San Diego at their dealership on Miramar Road. Paul D. Young served as this event's Rallymaster, ably assisted by his wife, Ruth and their son, Paul Jr., and during the actual rally with scoring by Tom and Bev Gould, who also have tremendous experience in conducting and participating in past Zone 8 and Porsche Parade rallies. Since most of the 30 PCA-SDR members attending this event were new to rallying, Paul and his team of rally experts were most helpful in answering every question addressed to them.

First, Paul passed out to the rally participants: the PCA- Zone 8 2013 Rally Rules; the General Information Hints and Tips; the actual Rally Directions for this event; the Control Card for data entry by each team with their car number; and then later, important supplementary leg information received during the event at the manned checkpoint. Paul also referenced that this event would be closest to a Class "E"—which is basically for rally beginners. (There are actually 5 classes, with class "A" being the most advanced and allowing the most unlimited equipment, but the participants in this class are usually the most advanced, and therefore are given the least amount of event direction information to go by).

In their opening remarks, and throughout the presentation, both Paul and Ruth Young emphasized that the key to efficient rallying is staying on course in order to be safe and to do well. This is accomplished mainly through constant positive communication of each instruction between the navigator and driver, and then confirmation that the instruction has been completed correctly before moving on to the next numbered instruction in the sequence. Paul then proceeded to go into detail about each item that had been distributed to each team. First, the rally rules booklet had the most important areas highlighted in yellow. These included such key elements as: Start Time (Time Out) and driving the prescribed course, with each rally leg being scored separately; the difference between Manned Checkpoints and Do-It-Yourself Checkpoints (DIYC); the filling out of the Control Card for each leg—Time In and Time Out (usually in .01, but for this event in seconds); the General Course Instructions—Definitions and Abbreviations; Route And Course Instructions; and understanding sign and landmarks referenced throughout the course.

Paul then went into detail about the actual rally for the day, explaining each numbered instruction (49 in all) and specifics on locations and descriptions of each item in route. And, did you know that road rallying has its own form of (texting-like) lingo? For instance: CAST means Change Average Speed To; DIYC means Do-It-Yourself Checkpoint; FLR—Follow the Lined Road; Opp—Opportunity; and WOF means Whichever Occurs First. There were a number of these special abbreviations and it is useful that the navigator and driver both have some knowledge of what each of these mean. With all this great knowledge given to us by Paul and Ruth and Tom and Bev Gould, it was time to start rallying.

First, we were told that this event would be about 35 miles in distance and take about 75 minutes. For beginners, this is very helpful information, but in more advanced rally competition, this information is not normally disseminated. Then we had to synchronize our watches to the Rallymaster's timepiece that was passed around to each team, especially so that the navigator could keep exact time for each leg in coordination with the Rallymaster's official time. Next, each of the 15 rally teams were given their individual start time, with Car No. 1 intended to leave at 12:01 P.M., and then at one-minute intervals, with Car No. 15 leaving at 12:15 P.M. Paul was there at the start-point to get each team off on their respective assigned departure time for Leg 1. The navigator then enters this departure time on the control card as: Leg 1- Out Time.

Now the fun begins! With all 15 teams on their way, you might first be checking out which cars (numbers on right of windshields) are in front of you or immediately behind you. This might be part of our human nature, but is definitely not a good idea. This is not



Paul D. Young, Rallymaster, discusses the rally instructions



Porsche cars lining up based on their car number position



The Smiths, JB and Michelle, plan to do the rally in their 2011 Boxster S

a "Follow the Leader" event—on the contrary, each team needs to pay attention to their own speed, their own time and their own distance traveled. Why? Basic common sense! Plus, maybe the teams around you are going too fast or too slow; maybe a team went the wrong way and is now trying to make up time; maybe a team with a much lower number has just done a loop indicated in the instructions, which you haven't come to yet, and that might be the only reason they are now next to you, etc. But, this type of competition, although intense at times, is great fun for each team to pause at lights where indicated, speed up or slow down per instructions, make left or right turns, as necessary, but mostly, stay on course. And, after two DIYC and one manned checkpoint (Tom and Bev Gould), it was time to head back to Porsche of San Diego at 9200 Miramar Road for the rally results.

Honorable Mention went to Ted Myrus (driver) and Rich Fatuzzo (navigator) in Car No. 5, a 1964 356C, with 340 points. (Each second off the Rallymaster's time is one point, with lowest point total winning). There was a tie for 2nd place. Bruce Wing (driver) and John Mooney (navigator) in Car No. 7, a 1999 911C2, with 329 points, and Michelle Smith (driver) and JB Smith (navigator) in Car No. 11, a 2011 Boxster S, with 329 points. And the overall winners with lowest score at 321 points were Adriano Bortolin (driver) and Janet Bortolin (navigator) in Car No. 12, 2003 996 Targa. The 2nd place winners received either a 911 pin and a Porsche pen or a Porsche ice-tray, and the overall winners, the Bortolins, received a 2013 Porsche calendar. All gifts were compliments of Porsche of San Diego.

The next Rally School event is scheduled for Saturday, July 20 at Hoehn Porsche in Carlsbad. So if you missed

this event or want to do this all over again to see how your rally skills have improved, than definitely attend this July 20th event. In September, on Saturday the 28th, there will be an Official Zone 8 Rally—location to be determined.

From all of us who had fun attending the Rally School, we want to thank Paul Young for his excellent rally presentation, and also Ruth Young, Paul Young Jr., and Tom and Bev Gould for their excellent instruction on rallying and their assistance during the actual rally event. Thanks to Jim Binford for his help in setting this event up with the Porsche of San Diego staff, especially Samantha Razoky, their marketing specialist, who also helped in providing breakfast and lunch for all attendees, and to Joe Allis, President and General Manager of Porsche of San Diego for sponsoring this event at the Porsche dealership on Miramar Road.



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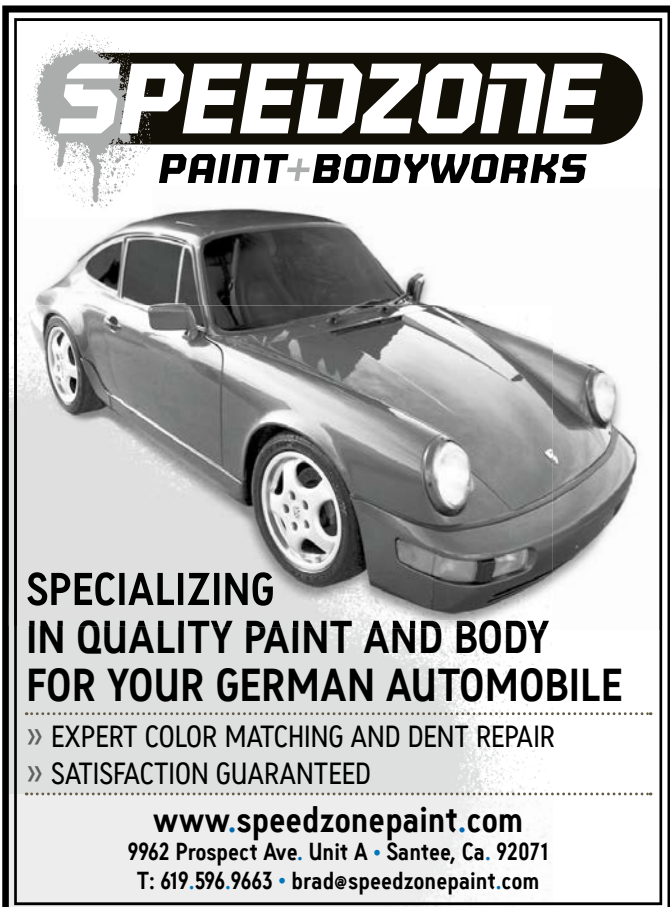
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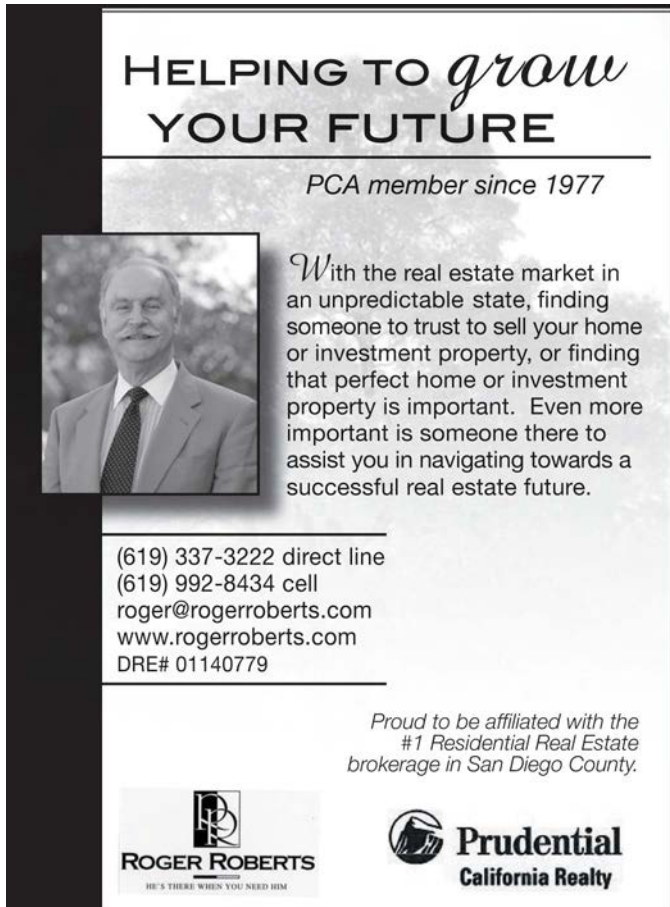
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# A/C Fuse Block Repair for '74-'89 911s

*Test and Photos by Steve Grosekemper*

As summer approaches and the weather heats up, thoughts of long weekend trips in the 911 will surely pop into your head. Some of these adventures may actually contain stints of driving in warmer than optimal temperatures. For these occasions we have the wonderful invention commonly known as air conditioning. However, nothing is guaranteed to offset your comfort level more quickly than the failure of your AC system. This will usually occur about 30 minutes into a drive, right after you say to yourself, "I think I'll turn the air down just a tad." The car, as we all know, can read your mind, and due to its twisted sense of humor has just overheated the A/C fuse block.

The reason this has occurred is simple. All of the electrical power needed to operate the A/C system goes through one fuse. This fuse (#20) is barely up to the task and, as a result, overheats quite easily. What usually happens is that the fuse ends corrode with age, and the contacts become weak. This causes extra heat from the increased resistance and melts the fuse holder clamping blocks.

Your A/C still works but you want to test the condition of your fuse block? First run the A/C for a normal trip and then feel the temperature of the fuse. (Be careful!) If it is uncomfortably hot to the touch you have a bad connection in the block. Next take a small screw driver and turn the clamping screws (6 of them) back and forth on the fuse block. Does the clamping block move when you turn the screw? If you answered yes to either of these questions then you need a new fuse block.

Fortunately the repair and prevention of this problem is not difficult. The fuse box consists of a line of 21 fuses. These fuses are divided into 3 separate blocks. The first block of eight fuses (counting from the front of the car) are for parking, head, and fog lights. The second block of fuses (a total of 10) are used for basic electrical functions: sunroof, wipers, fuel pump, etc. The last 3 fuses, the ones we are interested in, control the headlight washers, air conditioning, and power windows. This is called the optional fuse block for obvious reasons. This is where our repair will take place. See picture of front fuse block on next page.

Instructions are as follows:

1. Disconnect battery ground cable. (Do you know your alarm and or stereo security code? Now is the time to check.)
2. Draw a diagram of the wires (numbers and their colors) that connect to the top and bottom of this fuse block. This may come in handy if you run into a wiring question later. Or do as I do and take a picture with your cell phone camera that is on your hip.
3. Remove these 3 fuses. See fuse block wires on next page.
4. Loosen all 6 wire clamping screws, and pull wires just out of their holders.
5. Remove two Phillips head mounting screws and remove the fuse block. See "front" on next page.
6. With the old block out of the way, now is the time to repair any wiring that may have been overheated and might cause a poor connection. In most cases, you can just cut the

offending 1/2 inch piece of wire off. Then just strip and solder-coat the end and you will still have sufficient length to reach the clamping screw.

If this is not the case, a piece of fresh like-colored wire can be carefully grafted into place. This should be a quality solder repair with heat shrink tubing for insulation, no crimp connectors and electrical tape!

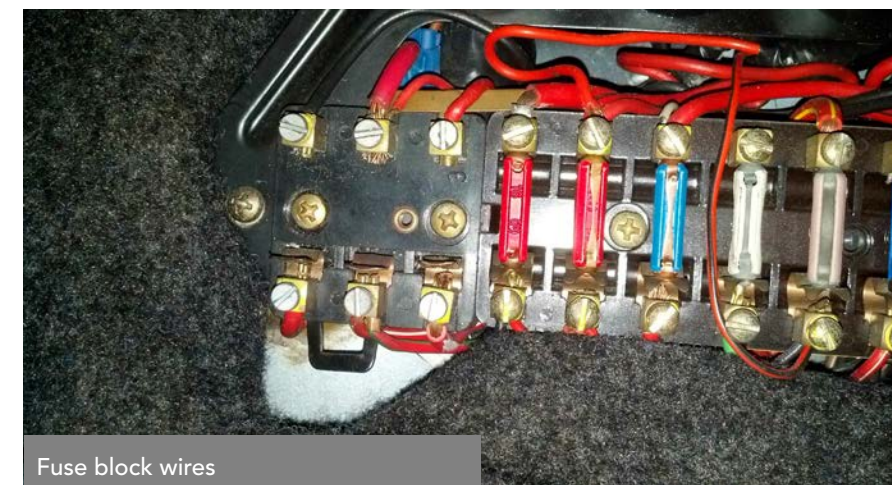
7. Now that you have fresh wiring in place, it is time to install the new fuse block. Look at the back of the old 3-pole fuse block. See "back" on next page.

The top clamping lugs will likely have a connection bridge to combine the power circuit. Some years are separate; some are bridged on two poles and some on three. The new part 911.612.093.03 replaces all earlier versions and is connected on all three circuits. If your old fuse block is different from the new one you must modify the new block to match. Just cut the required bridge portion to open the circuit. You can use a pair of diagonal cutters, but I prefer a Dremel tool or small die grinder to cut out the required section of the brass strip.

8. Install the wiring into the empty wire clamps and tighten the screws. This is where you might want to refer to your wiring diagram from step #2. Make the connections snug but be careful not to over tighten. Now install new fuse in the new fuse block. This is a good time to replace all 21 fuses in the fuse block. It is crucial to make sure you are replacing the fuses with the correct amperage. The best reference is your owner's manual which will tell you the amperage of each circuit with a picture of the fuse block. While the fuses are color coded the



Front fuse block



Fuse block wires

picture is in black and white. So here is the fuse color code: Yellow: 5amp, White 8amp, Red 16amp and Blue 25amp.

9. Reconnect battery ground cable and test operation of all three electrical circuits. (Air Conditioning, power windows, and headlight washers)

Now, comfort level intact, all will be well for your next excursion into warm weather.

P.S. Remember to change fuses regularly. If the metal strip is wavy, the fuse needs replacement. And don't forget; there is another 3-pole fuse block in the car that isn't in the front trunk. It is in the engine



Front (91161209302)



Back (91161309302)

compartment under the black plastic cover on the left side. It is the one with two wing bolts holding it on. You won't need an owner's manual to check for fuse capacity back there though. Turn over the black plastic cover and it will be printed on the inside surface.

Good Luck!



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**Always remember,  
what happens in the corners, stays in the corners.**

Live by right-foot intuition. By a desire for exhilaration around every turn. By a newfound balance. Live by the Code of the Curve. Unlocked only by the track-bred prowess known as the new Porsche Cayman. With mid-engine dynamics, increased horsepower, a re-tuned Porsche Doppelkupplung (PDK) for lightning-fast shifting, a lighter body and acceleration from 0 to 60 in 5.4 seconds you'll never see a curve the same way again. Unlock the Code of the Curve with a test drive. Porsche. There is no substitute.

**The new Porsche Cayman.**

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Porsche recommends **Mobil 1**



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