



WINDBLOWN WITNESS

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

June 2015



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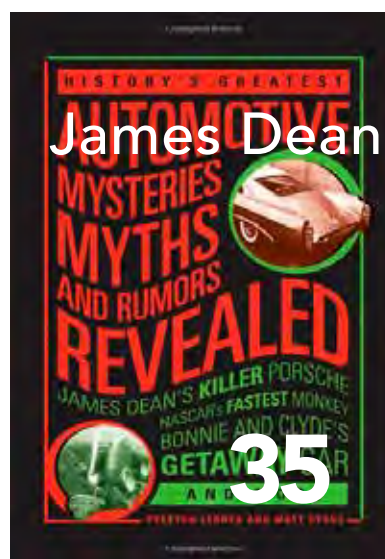
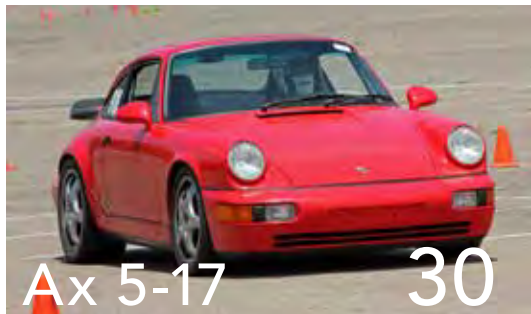


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photo by Greg Phillips

WINDBLOWN WITNESS

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classifieds	historian	safety	witnessads
clubracing	insurance	social	witnessadvertiserdelivery
concours	legal	socialmedia	witnessbilling
	logistics	sponsor	witnessbusiness
	membership	store	yearbook
	militaryliaison	techadvisor	



Up Front- Where the Engine Belongs

Another month bites the dust! May is almost over and the June issue is just finishing up as I write this. Yes, my column is the last to finish. May has been a busy but fun month. It started with the time trial at Big Willow (but wait until July for the article), then the board meeting at the Kinningers, Krispy Kreme & Cars, Zone 8 autocross at the Q and finally the driving tour from Hoehn Porsche to Borrego Springs. And still ahead is the CBAD Cars and Padres night. Yes, the volunteers from PCA San Diego keep a busy schedule. To help you keep up and plan ahead I had a request to include 2 months of events in the Witness, so this month you can look at what is available in June and also July. Although there are no big track events through the summer, there are still plenty of driving, social and tech events. I will also be busy at the Porsche Parade in French Lick, Indiana at the end of June. In anticipation of being busy and trying to get the July issue out promptly, please send any content for July by June 15!

Speaking of content, I can always use more articles and photos. This month I did write

an autocross article, but this was my first competitive autocross this year. I would like to see if someone or a group of "someones" would be able to function as autocross reporters and have a report on each autocross. Actually I could use a "reporter" for all of our events. If you attend and could put together a short article and forward it to editor@pcasdr.org that would be great. And yes I take a lot of photos, but I am not at every event and even when I am it helps to have another view, so please take photos and ideally post them online and send me a link.

The Witness and InDesign are still a work in progress for me, so if you have any input please let me know. I view white space as another excuse for including more photos, but I will be working on adding more captions in the coming months as I become more facile with the software and design. If you like something or feel something is missing or should not be in the Witness, I can only find out through your feedback.

LATE NEWS

After meeting with the Stadium Authority today the following is the TENTATIVE AX

schedule for the remainder of the year. None of these dates are official until the PCASDR Board gives approval.

Proposed dates: Sat. July 11 West Lot / Sat. July 25 SE Lot / Sun. Aug. 9 West Lot / Sun. Aug. 23 West Lot / Sat. Sept. 12 West Lot / Sat. & Sun. Oct. 17 & 18 West Lot PDS / Sun. Nov. 8 SE Lot / Sun. Nov. 29 West Lot / Sat. Dec. 19 West Lot

There is a possibility that two of these dates, excluding the PDS weekend, will be used for an Instructor Day. This is a TENTATIVE proposed schedule needing Board approval.



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Heads up From The Hot Seat!

By Keith Verlaque, SDR President

This month PCA-SDR offers you the chance to go behind the scenes in the newly remodeled facility at Porsche of San Diego, to learn how to perform a tech inspection on your car to ensure it is track ready, to have the bejesus scared out of you at an exclusive showing of a top selling dinosaur movie (in 3D no less!), to display your Porsche in TWO car shows and to surrender your underwear to a good cause.

The calendar shows details of the Tech Inspection School at Black Forest Automotive on Saturday the 6th; plus more about the Tech Session and visit to Porsche of San Diego on Sunday the 14th, and Dinosaur movie night on Tuesday the 16th. The two car shows that SDR members are invited to participate in are the informal Eastlake Village car show on Sunday the 21st and the Military Car Classic on the bay the following Sunday the 28th. Taking place on the waterfront lawn of the Marine Corps Recruit depot, this promises to be an interesting car show open to all car categories - including military vehicles on display. Additionally, your participation provides support to over 100 quality of life programs for service members and their families.

This last weekend we went on a backcountry adventure; 77 Porsches left Hoehn Porsche in an overcast Carlsbad, headed west through the hills experiencing some of San Diego county's finest hand-picked Porsche roads; to a pit stop at Dudley's bakery in Santa Ysabel where it was misty, raining and 61 degrees – it was like an August day in Scotland! We then left the rolling green hills shrouded in mist and dropped down the side of the valley into the desert

for a relaxing lunch at a great resort in the 83 degree, clear blue skies that seem to permanently frame Borrego Springs. From the Scottish highlands to Bermuda by Porsche in less than 40 minutes! It was indeed quite remarkable. It certainly reminds you why you bought your Porsche in the first place. If you still haven't tried one of San Diego Region's driving tours, you owe it to both yourself and your Porsche – you will both be much better for it.

Surrendering your underwear? Ah yes, we (SDR) are once again collecting new and unused socks and underwear for homeless and at risk kids (ages 5 to 18) who attend San Diego's Monarch school. In addition to socks and underwear, Monarch is looking for toiletries – soaps, lotions, shampoo, shower gel, deodorant, body wash, toothpaste and tooth brushes ... you get the idea, which will work for kids of all ages. sounds to me like a rally cry to get a really big bag and execute a mass raid on your local 99c store to buy one of everything ... without breaking the bank!

Each month I am surprised by how many SDR members practice random acts of generosity in numerous differing ways from substantial to the smallest gesture in helping others out. I find it to be inspiring, gratifying and surprisingly contagious! I have often heard the phrase "participation has its rewards" and have found it to be rarely truer than when I am "hanging out" with the gang from PCA-SDR. Check the calendar and if you have a spare afternoon or evening, come along to an SDR event and I'm pretty sure you will see what I mean.

You have a personal invitation to join us and see why we declare with pride

... "We are SDR!"



Speaking of random acts:

Hello Keith,

It was nice seeing you at last week's autocross.

Just a quick note to tell you what a great job you and the club accomplish with these events.

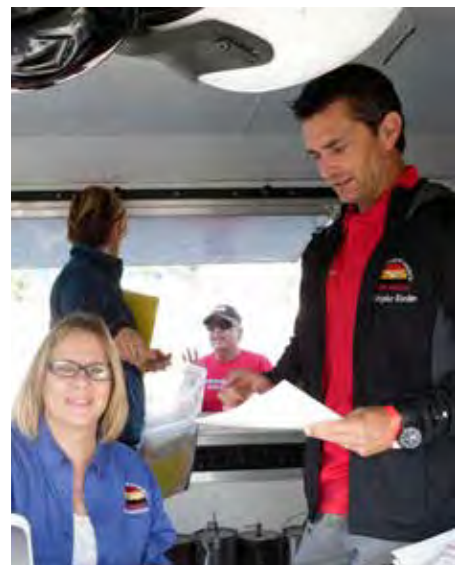
There's so much in the planning and execution of an AX - yet everything runs smoothly, safely and with a great amount of fun.

I sincerely thank you and all the other volunteers involved. I hope to give some of my time back in the future.

I can imagine you have plenty to do without having to forward thank you notes but I didn't get a chance to thank Christopher Riordan, my instructor. If it's not too much trouble, can you thank him for me. I don't have his contact info. Despite the difficulties I had with the course, he was a lot of help and gave me valuable feedback.

I hope to see you at the next AX. Thank you again for everything.

-Philippe Piquet



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volunteer@pcasdr.org

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APR. 10/12 ZONE 8

AUTO CLUB SPEEDWAY

**MAY 16-17 GOLDEN GATE REGION
BUTTONWILLOW RACEWAY**

**JUNE 5/7 GOLDEN GATE REGION
MAZDA LAGUNA SECA
RACEWAY (this event does not
count for national championship points)**

**AUG. 15-16 ROCKY MOUNTAIN REGION
HIGH PLAINS RACEWAY**

**SEP. 5-6 GOLDEN GATE REGION
THUNDERHILL RACEWAY**

**SEP. 18/20 INTERMOUNTAIN REGION
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May Board Meeting

Call to Order 7:05 p.m.

Board members: Dan, Bruce, Karen, Rick, Javier and Jim – KV.

Minutes Approval: Karen M/S/P

Treasurer's Report: Bruce report numbers looking good. M/S/P

President's Report: Please remember, all members are encouraged to review standing rules and by-laws pertaining to any loop holes. Think about the ways we run events and make sure the rules still apply. Tom Brown is Policy chair, please send your thoughts to him through the email policy@pcasdr.org. Keith received a complaint about our classified ads being out of date. Keith is contacting advertising company, Ad-to-Ad, to see if an expiration date can be set-- preferably a 90-day time limit.

Some documents were found in the AX trailer, Bruce Wing is going to investigate to see if any are still pertinent.

The SDR Concours is scheduled for August 22. We need at least six volunteers for parking cars.

Zone 8 Rep: Tom Brown could not attend. Members are encouraged to read the Zone 8 email update, look the at calendar on the Zone 8 web site (Zone8.org) or follow Zone 8 on Facebook or Twitter (@PCAZone8) to learn about the many PCA events by our fellow Zone regions.

Unfinished Business: None

Chair Reports:

Archivist: **Tom Brown** – no report

Autocross: **Mark Curran** reports the April 25 Autocross had a 109 participants. Mark and Marcus Kramer set up on 4:30 a.m. Sat-

urday. Some errant cones did not get moved because of lack of prep time. There is a plan to drive track to check cone placement. Instructors are encouraged to provide feedback about apex cones during practice sessions. Everyone is encourage to remember apex cones are suggestions, not finite.

Mark is getting feedback on track tour vs track walk and estimates 85 percent prefer tour. In general more experienced drivers prefer walk, and less experienced drivers see track better while driving. May 17 is the next Autocross, it is a Zone 8 event. Planning to set track Saturday. The top time of day contest will be worth \$400.

A suggestion was made to waive late registration fee for instructors who instruct that day. This did not require a board vote.

Equipment: **Marcus Kramer** submitted a \$217 request for equipment for trailer. These items include:

- Rolls of blue and white painters tape for car numbers
- Replacement cork boards for the trailer

- Head socks for rental helmets

- Paper towels and holder

A motion was made to approve this request. M/S/P

Pre-reg: **Martha McGowan** expressed concerns over a possible influx of affiliate members in X-cars from other regions losing AX facilities. SDR faces a overrun of student affiliate members in X-cars, potentially due to an effort to stretch the National PCA rules for affiliate membership. A suggestion was made that affiliate members must drive Porsches. The concern is over not wanting

to overtax facilitate instructors with X car instructing and how to optimize the event for Porsche members and Porsche drivers.

No decisions were made. Members are asked to email the board (board@pcasdr.org) discussion or thoughts with on AX participation. If the time comes, we want to be ready to adjust the standing rules.

Jim Binford will contact national about the definition of affiliate member.

Auto Museum: **John Straub** reports There is still time to see the current exhibit at the San Diego Automotive Museum in Balboa Park featuring the War Years, 1941-1945. The Navy Department took over Balboa Park for military training purposes during the War. The Marine Corps has provided a number of historic military vehicles from the WWII era from rocket launchers to officers' command cars, jeeps, a tracked vehicle "Weasel" and more. A local history teacher has provided many artifacts from the period including rifles, pistols, uniforms from the Axis powers and allies, medals, cigarette packs (Lucky Strike green goes to war), tents, photos, maps and enough interesting items to attract your attention for several hours or more.

The exhibit is in honor of the men and women, military and civilians, who defended America from fascism. Also, there are photos of the B-24 bomber plant run by Consolidated Vultee behind Lindberg Field and near Pacific Highway. All in all, very fascinating trip down memory lane.

CDIs: **Dave Malmberg and Peter**

Carides report the CDIs are working on a meeting for instructor training and policy review. The team has decided to implement a Red Flag policy, starting for the May 17 AX. The CDI team, working with the AX chair, has decided to begin including the red flag as part of normal AX procedure.

A motion for made for Dave Malmberg to spend up to \$225 for red flags for the May 17 AX. The motion was seconded and passed.

The CDIs report the database for instructors is muddled, for many reasons. The team trying to reconstruct and clarify.

Charity: **Lori Chesley and Martha McGowan** report the Monarch School sock and underwear Drive May 1-June 20. Toiletries, and gently used shoes are also suggested donations. Please bring the items to events during this time. If Martha and Lori aren't at event please give your donation to a board member. A reminder: the Monarch School is a public K-12 school exclusively for students who are homeless, at risk of being homeless, or impacted by homelessness.

Concours: **Steve Lopez** reports the SDR Concours will be August 22 at Spanish Landing. Steve has submitted the reservation fee to the city. Steve will work the OCR concours June 14, to see how they do things and to recruit judges for SDR event. Steve thank Martha for the eblast about the concours. A lunch truck may be encouraged to participate. Steve is going to check to see if a lunch truck needs permit or permission to be at the city park. A flyer needs to be created for the June Witness. Steve needs 6 or so volunteers to park cars for the concours.

Camaraderie event still a possibility to be at Concours.

eMaster: **Bev Gould** – No report

Goodie Store: **Bob & Betty Hallett** report the car badges budget: would be \$250 for proof. The cost for creating 40 badges would \$1362 The badges would sell for \$40 each. Bob is going to create a poll on the forum to gauge interest in grill badge, asking "Would you buy?"

Bob submitted a check request for pins with adhesive. The cost is \$668 for 300 pins.

Historian: **John Straub** – No report

Insurance: **Cathy Y** reports insurance is caught up except for the tour. The tour chair is waiting for confirmation from one destination.

Legal Affairs: **Jim R** – no report

Membership: **Gisele Gonzalez and Genette McGowan** presented the new gift certificate design that will be used for new members.

The approved a check request for membership supplies.

On a side note, if you are going to car week or Rennsport, Gisele is working with car transport company for six cars. If you are interested, contact Gisela.

Additional information is available on the PCASDR Forum.

Military Liaison: **Rick R** - Eastlake Village Walk Car Show is confirmed for June 21 5—7 p.m. Food will be provided. No registration for this event. Just show up. A marketing flyer was submitted to the Witness editor. Planning for the event continues.

Planning continues for the Marine Corps Recruit Depot Car Show scheduled for June 28. A marketing flyer was submitted to the Witness editor. Active and retired military who participate will receive a free PCA placard. Send a photo of yourself in uniform, along with branch, rank, dates of service and military specialty to Rick (rick.s.richardson@gmail.com) for

the special placard.

Rally: **Paul Young** – No report
Policy/Procedures: **Tom Brown** - No report.

Region Rules: **Russell Shon** – No report

Safety: **Gary Burch** – No report
Sponsor Liaison: **Jim Binford** reports Fallbrook Hot Summer nights dates for 2015 no longer support car clubs per se, but themes in Fallbrook history. Jim doesn't recommend attending like we did in past years – the board and general discussion of those in attendance, agreed.

Social: **Victoria Varon** thanks the hosts for the Luau progressive dinner, which had 58 participants. Two members have volunteered their homes for the fall progressive dinner.

For Padres night 44 tickets have been sold out of 56 available.

Victoria suggested a movie night, Jurassic World, for June 16. She is considering other theaters in addition to Cineopolis. A proposal was made to accept June 16 for movie night. M/S/P

Social Media Chair: **Marc Mantaza**
Requests all online publication that is made available to the public to have *authorization* to grab excerpts/sections/stories/photos/Events and share it onto our other PCASDR social media accounts. For example, previous Windblown Witness articles and directly from pcasdr.net or other suggestions/resources you all may have for me to take a look at to start sharing the content to all of our other social media accounts and of course re-directing everyone to our pcasdr.net, pca.org and zone8.org site (sybiotic and more exposure). Second request: Please have pcasdr.net Webmaster update the

site to make available and to offer an option to click on our FB, Insta, Twitter, etc. accounts by placing a side or top widget to click. (This was mentioned and agreed upon during our last Board meeting).

Update: All Social Media Accounts show an increase in Likes, Shares, Pins, Engagement, Post Reach, Visits and Sign-ups.

Tech Sessions: **Jim Binford** reports there will be a June 14 Porsche San Diego, 11 a.m.—1:30 p.m. First mingle with some snacks, a tour of their new facility with emphasis on maintenance and parts support for air-cooled classic and, at the end 918 spyder will be presented for display only. No test drives. Jim wants to see a big turnout from the membership. Porsche of San Diego is very supportive of our Region and Zone. Let's return the favor.

TT/DE: **Robert Bazier** reports Big Willow financial report submitted. We decided to cancel our September Willow event due to conflict with rescheduled Rennsport Reunion V combined with the fact that we were just there rather than Streets (due to a scheduling issue with the track). Two more events remaining this year (October Chuckwalla DE/TT and November Buttonwillow TT/CR).

Also, TT has been having issues with our laptop. Issues are minor for now, but the current computer isn't well built for the demands/environment of TT events. The computer uses Windows 8 which is inferior for the application for which the computer is utilized. In addition, it does not have easily swappable components. Much like a mobile phone, if something breaks, it makes more sense to dispose of it and replace with another unit. Instead, we'd like to purchase a business-grade laptop that has Windows 7 Professional, easily swappable components, and a solid state drive. This package will allow longer term reliability and ease of use, as well as withstand the

harsh environment that exists at many of the tracks. A laptop similar to the HP ZBook 14 G2 would fit the bill. Existing computer can either be TT backup or AX backup, if desired.

AX – T-link timing system has three non-functional units. In Tom Brown's absence I sent all units in for a tune-up which will be a minimum of \$365 plus two-way shipping (estimated to be \$50 total). The manufacturer, RaceAmerica, knows we need the system back for the [May 17](#) AX. It would be helpful to get a preliminary budget approval for \$500 for repairs. Because these units have had other issues within the past 2 years, Tom Brown will submit a comprehensive update for the June Board meeting once we know the status of these units. Also, to enhance performance of the scanner system, we would like to purchase upgraded antennas. Estimated cost is under \$200, but a budget approval for \$200 would be helpful in case additional cables, etc. are found to be necessary.

A motion was made to approve budget for the above items. M/S/P Club Race: **Greg Phillips** reports the Buttonwillow event will be November 14-15.

Tours: **Keith Verlaque** - Upcoming tour is May 24 and starting from Hoehn Carlsbad. Meet at 8 a.m. with 8:15 drivers meeting. Tour starts at 8:30. The tour will have a surprise destination.

Coronado Speed Fest; **Katie Kininger** No report

Volunteer Coordinator: **Sara Gengler and Mike Miller** sent a request to all committee chairs late last week for a task statement. To date, she has received no response or new task statements. All committee chairs are encourage to please create a job description and task list for the Volunteer team.

Sara has created a volunteer sign-up sheet and provided it to the membership committee to insert in

new and returning member mailers. Gary Burch helped Sara create a half-page ad flyer to be inserted into the Witness, and Greg Phillips has been provided with a copy of it for insertion.

Sara's long-term plans include working with the web master to create a section on the club webpage for volunteerism.

Web Team: **Tom Brown, Martha McGowan, Greg Phillips** no report Web/Forum: **Steve Grosekemper** The server issue was not specific to forum and has been resolved.

Witness Billing: **Tom Gould** reports billing is up to date.

Witness Editor: **John Noerenberg** thanks everyone for patience. Although he has loved editing the Witness, life has intervened. John Hopes to come back when things settle down.

Thanks to Greg Phillips, thanks for taking over as Witness Editor.

Greg Phillips reports we need content and photos. Please share your event photos with Greg. Committee chairs are reminded to create flyers for events and submit to the Witness.

Tech Advisor: **Steve Grosekemper** reports Kathy Young is working on insurance for the tech inspection school. To date 21 people have registered. HRE event same day. Changes being made for AX tech. Multi-driver cars must have all drivers at tech. All drivers must sign tech sheet. This will aid tech in confirming membership numbers of all drivers.

New Business: none

Announcements: *THANK YOU to Katie & Mark for hosting*

Adjournment: 9:42PM

Next Meeting: Tom & Susan Brown home. 1805 Altamira Pl, San Diego, CA 92103. 619-491-0150





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MCCSMCRD.com/carclassic/index.html

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Sales End: June 25, 2015

Price: \$20

Please mail entry form to:

Auto Skills Center Car Show
MCRD/MCCS
3800 Chosin Avenue
San Diego, CA 92140

Please make checks payable to "MCCS Fund"
Deadline: June 24, 2015

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Please mark competition category (one car per entry form)

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|--------------------------------|--------------------------------|--------------------------------|--------------------------------|-------------------------------------|
| <input type="checkbox"/> 1920s | <input type="checkbox"/> 1930s | <input type="checkbox"/> 1940s | <input type="checkbox"/> 1950s | <input type="checkbox"/> 1960s |
| <input type="checkbox"/> 1970s | <input type="checkbox"/> 1980s | <input type="checkbox"/> 1990s | <input type="checkbox"/> 2000s | <input type="checkbox"/> Motorcycle |

Military Status if applicable

- | | |
|--|--------------------------------------|
| <input type="checkbox"/> Reservists | <input type="checkbox"/> Active Duty |
| <input type="checkbox"/> Retired Veteran | <input type="checkbox"/> Veteran |

HOLD HARMLESS AGREEMENT

I hereby hold harmless and save from financial the USA, MCRD, MCCS and anyone else connected with this event from any damages, injuries, losses, judgments and/or claims that may suffer to property, self and guests participating in the MCCS Auto Skills Center Car Show, held on June 28, 2015.

Signature _____ Date _____

June 2015

CFOS Time Trial- The Short Story

Story & photos by Greg Phillips

When I took the editor position, I knew I would be spreading myself thinner and this is one of those times. The Zone 8 California Festival of Speed is a great 3 day event at Auto Club Speedway in Fontana. Along with PCA Club racing, there is a time trial, a Concours d' Elegance, autocross demonstration rides in new Porsches, track tours, a vendor village along with swap meet and car corrals; something for everyone. But this article will be about the time trial, which this year was expanded to 3 run groups and over 90 drivers.

It starts Thursday with getting into the garages and having tech inspections done. Friday starts early to continue tech inspections and get ready for the drivers meeting which is taking place while the club racers are hitting the track. After the meeting it was time for Steve Grosekemper to head out in Red run group. This year that was a very fast run group and was led by Dave Elsner's CC15 GT3 at 1:49.02 to start the weekend. Steve's best lap with the traffic was a 1:59.43.

I was up next in Orange run group. After the yellow flag laps I was able to start picking up the pace and turned a 1:57.81 in my CC09 911SC. Mike Rozenblatt led in his CC14 911 at 1:55.76. With the cooler morning air and good tires, it turned out this would be my best lap until late on Sunday when we put our best tires on. We put on some older tires we planned to use up and the rest of Friday went quickly as we rotated between the club racers and the time trial groups as the event ran smoothly and on time.

One advantage of having 3 run groups was that there was a smaller disparity in lap times in each group which helped to minimize problems. But there were still large disparities in top speeds on the oval. As I complained in last year's article, I wanted more horsepower for this event. I did not get any. Every year Porsche produces cars with more and more horsepower and improved aerodynamics. But my car is over 30 years old and the basic body style is over 50! I have modified the suspension and added wings and a front splitter to help, but at the expense of increased drag at higher speeds. My RWHP is <200 and top speed on the Roval is ~134 and not reached until turn 2. Many of the newer cars will be over 140 at the end of the straight, but then slow down below 120 in turns 1 & 2. So I was getting passed on the front straight and then trying to pass them back before turn 3. It did make for some interesting video moments in turn 2.

Saturday was another early start as we had another drivers meeting and then Red was first out. People were getting used to the track and the pace was picking up. Steve

Eguina's CC16 GT2 led with a 1:46.18 and Ed McRae in one of those fast later cars turned a 1:50.60 in his SS07 Carrera S. Steve was down to 1:56.55 but was still near the bottom of the pack as the entire group had best laps under 2 flat! Orange was a similar story as Mike Rozenblatt was down to 1:52.73 with Marcus Kramer close behind at 1:53.45 in his CC10 Cayman S. My best lap was at 1:59.14 as there was more traffic for me in this session. In CC07, Jasmine Tripodi's and Ralph Linares' Boxster were close behind at 1:59.93 and 1:59.70 respectively.



Saturday was not much busier on the track, but was the busiest day for spectators and guests for off-track events. The swap meet was busy and the autocross was also a popular stop for those who were not driving at the track. The track tour was also very popular and there were also exhibition laps from a 918 and Carrera GT along with a group of Corvettes. I was also kept busy taking photos, not only of the track events but also the other events.

The afternoon sessions turned out to be our slowest as the tires we were using cycled out and lost grip and we were both near the back of the pack. But otherwise the car was running well and there were no major mechanical problems so we were able to watch the Enduro that was the last event of the day. There were also some faster cars in the Enduro, with 3 cars under 1:40. The winner was Craig Ames (1:30.221) in a GTA2 GT3 cup car followed by Andy Wilzoch (1:39.277) and Chip Romer (1:38.424) in their GTA2 cars.

Sunday was a later day as the club racers started the event. We decided to put on the Hoosier R7 tires to get used to the increased grip and make any sway bar or pressure adjustments before the timed sessions. With the better grip Steve was down to 1:54.49 and Steve Eguina was down to 1:46.04, followed by Tom Ridings (CC16) at 1:46.29 and Jim Duncan (CC16) at 1:47.66. In my Oranges session I was finally able to drop my best time to 1:57.45.

Diane Hutnyan was learning her new GT3 and was down to 1:56.43 and Ralph was close behind me at 1:57.56. We had one more session each after lunch but in the interest of preserving the Hoosiers we only took a few laps to set tire pressures and get ready for the timed sessions. After the last combined Sprint race it was time for the time trail timed sessions. Festival is unique in that instead of running 2 timed laps against the clock on an open track, we run a qualifying format. The cars are split into 2 sessions based on lap times and then sent out from fastest to slowest with a short separation to try minimizing traffic and your best lap of the session counts. To allow for the club racers who would also be competing in the time trial, the fastest group would go out second.

I was gridded near the front of the first session (middle speeds) and after staging everyone we were soon flagged off. I was able to stay clear on my warm-up lap and started the first lap with a good run out of the playground and onto the oval. The traffic stayed clear and my first lap was clean and I turned a 1:56.90. My second lap started well but I ended up with traffic near the end of the lap and it was slower at 1:57.42 and seeing more traffic ahead I slowed down and came in after 2 timed laps to save the tires and avoid any flat spots.

Steve was up next and he was near the end of the fast group. He started slowly with a 1:58 due to traffic as he was almost being caught by Steve Eguina at turn 3! He then dropped to 1:55.85, 1:55.11 and then his best at 1:54.74. He was on a faster lap when he also ran into traffic and slowed to 1:56.21 and decided his session was done. He ended up taking CC09 and I was second.



Steve Eguina's GT2 (CC16) took TTOD at 1:46.08, followed by Tom Ridings' GT3 Cup (CC16) at 1:46.25 and Dave Elsner's GT3RS (CC15) at 1:47.79 and Jim Duncan's 996 (CC16) at 1:47.29 with James Buck the first air-cooled car at 1:48.98 in his 1988 Carrera (CC14). Rounding out the top ten were Greg Robertson's GT3 (SS09) at 1:50.05, Ron Palmer's 1978 911 (CC14) at 1:50.13, Michael Brown's 1981 911 (CC14) at 1:50.62 and Phil Strong's 996 (CC14) at 1:51.32. For full results, check out the results page on the website and don't forget the lap details are also available.



TTOD Steve Eguina





Concours Prep School

Saturday, August 8, 2015

Learn the secrets of Concours preparation!

Just in time for the PCA SDR Concours on 8/22/15

Experienced volunteers will show you how they prepare a car for a show or Concours. They will show you tips on car care, tricks they have learned, shortcuts, answer your questions on car preparation & more.

Date: August 8, 2015

Time: 9:00 am to appx 3:00pm

Cost: \$20 (includes lunch & beverages)

Where: TCsGarage ,

1315 Hot Springs Way, #105, Vista 760-295-3330

Registration: <http://msreg.com/CPS88>

for offline registration e-mail Bev Gould at bevgould@me.com

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June 2015

3 Wednesday Board & Member Meeting

Time: Dinner starts at 6:00PM. Meeting starts at 7:00PM.

Place: Tom Brown home. 1805 Altamira Pl, San Diego, CA 92103. 619-491-0150

Details: Bring your own beer and wine. Meet the board and see how the club operates and decisions are made.

06 Saturday Tech Inspection School

Time: 11:30 AM to 3:30 PM

Place: Black Forest Automotive, 8066 Engineer Road, SD 92111, (858)292-1192

Details: We'll have food and refreshments at the shop. Bring some paper and pen for taking notes. Register at motorsportsreg.com

13 Saturday Krispy Kreme and Cars

Time: Cancelled

14 Sunday Tech Session - Air-cooled Porsches

Place: Porsche of San Diego, 9020 Mira-mar Rd, San Diego, Ca 92126

Time: 11AM – 1:30PM

Details: Special Tech Session hosted by Porsche of San Diego dealership to socialize in a Porsche cars and coffee

atmosphere and tour the dealership's phase 1 completion of the new facility. In phase 2, the dealership will be supporting the Porsche Classic Car program for air cooled Porsches. The Tech Session will include three venues encompassing first a Porsche cars and coffee assembly of club members for about one hour to view both dealership and member cars with beverages and light snacks provided. Then at 1200 a tour of the dealership's upgraded facilities will be conducted to include a tech session in the service bay outlining Porsche of San Diego's planned capabilities to support air cooled Porsches which includes used car sales, maintenance and parts for our earlier air cooled Porsches. Following the air cooled Porsche Tech session, about 1 PM, a viewing of the dealership's new super car 918 Spyder which is outfitted with many options will be available to observe and discuss its features. This is a tech session you don't want to miss to see the newly remodeled dealership and learn about Porsche of San Diego's ability to support all models of Porsches from early air cooled to the latest 918 Spyder plus socialize with your Porsche friends and their cars.

16 Wednesday Movie Night- Jurassic World

Time: 6:30PM

Place: Regal Carlsbad 12, 2501 El Camino Real, Carlsbad, 92008

Details:

Join us for a night at the movies! We are reserving a theater exclusively for the Porsche Club, San Diego, in the Regal Carlsbad 12 to view "Jurassic World" in 3D. Watch the trailer and more at: <http://www.imdb.com/title/tt0369610/>

Join us on Tuesday, June 16th at 6:30

p.m. at Regal Carlsbad 12, 2501 El Camino Real, Carlsbad, 92008. You must purchase your ticket in advance through motorsportreg.com, or by mailing in a check c/o Victoria Varon at the address below.

We will meet at the lobby of the Regal Carlsbad 12 to mingle with fellow members and get your own concessions. This theater offers the standard concessions as well as hamburgers and fries and other dinner options. The movie will start at approximately 7pm.

20 Saturday Autocross

Time: Tech Inspection opens at 6:30AM and closes at 7:15AM

Place: Qualcomm Stadium SE Lot

Details: Please Note Important Changes for 2015 season: PCASDR Autocross participation is limited to PCA Members Only. Autocross fee is \$60 pre-registered, Walk Up fee is \$80 (not available to student drivers (we must be able to verify your driving experience prior to the event). No Show/Cancellation fee is \$30 if not cancelled online prior to the close of pre-registration. Register at motorsportreg.com.

21 Sunday Eastlake Village Car Show

Place: Village Walk in Eastlake Village in Chula Vista

Time: Car setup time is 4PM – 4:30PM. Display time is 5PM – 7PM.

Details: JUST SHOW UP!! A portion of the parking lot will be flagged off specifically for our car club. Look for Rick R who will be directing traffic.

Village Walk is an enchanting village offering a delicious array of dining, a great selection of specialty shops and a full complement of services in the Eastlake / Chula Vista area. If you have any questions, please contact: rrichardson@cdasandiego.com

27 Saturday

CBAD Cars (Carlsbad)

Time: 7:00AM - 9:00AM

Place: 5620 Paseo DelNorte #124
Carlsbad CA 92008

Details:

Cbad Cars is a recurring event every Saturday of each month from 7am to 9am at the Carlsbad Premium Outlets off Palomar Airport Rd where all car enthusiasts, no matter what their background or interest is, can gather.

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

28 Sunday

Military Car Classic on the Bay

Place: Marine Corps Recruit Depot in San Diego

Time: 10AM to 2PM

Details: ALL CAR & MOTORCYCLE CATEGORIES WELCOME (Waterfront Location)

Well-behaved dogs, coolers, and sunshades are welcome. All vehicles and items are subject to search.

REGISTER ONLINE at mcrdcarclassic.eventbrite.com

Please contact Rick Richardson at rrichardson@cdasandiego.com if you need additional information.

This is not a PCA-SDR sanctioned event.

30 Tuesday

Last Tuesday Social

ANDIAMO! RISTORANTE ITAL- IANO (Tierrasanta)

Time: Cocktails at 6:30, dinner at 7PM

Place: 5950 Santo Road, San Diego, Ca 92124, 858.277.3501

Details:

Meet up with your Porsche club social friends at Andiamo! Ristorante Italiano.

July 1 Wednesday

Board & Member Meeting

Time: Dinner starts at 6:00PM. Meeting starts at 7:00PM.

Place: Bev and Tom Gould home in Vista. 1548 Roma Drive, Vista, CA 92081, 760-727-6068

Details: Bring your own beer and wine. Meet the board and see how the club operates and decisions are made.

July 11 Saturday

Krispy Kreme and Cars

Time: 8:30AM - 10:30AM

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

Details: Join your Porsche friends for Krispy Kreme and Cars at Clairemont Mesa at the Clairemont Town Square Shopping Center on the second Saturday of the month. 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. Show up for food or coffee and be prepared to make Porsche friends and see their cars.

July 25 Saturday

CBAD Cars (Carlsbad)

Time: 7:00AM - 9:00AM

Place: 5620 Paseo DelNorte #124
Carlsbad CA 92008

Details: Cbad Cars is a recurring event every Saturday of each month from 7am to 9am at the Carlsbad Premium Outlets off Palomar Airport Rd where all car enthusiasts, no matter what their background or interest is, can gather.

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

July 28 Tuesday

Last Tuesday Social

CIAO RISTORANTE ITALIANO (VISTA)

Time: Cocktails at 6:30, dinner at 7PM

Place: 2015 E. Vista Way, Vista, CA 92084, (760) 630-7333

Details:

Meet up with your Porsche club social friends at Andiamo! Ristorante Italiano.





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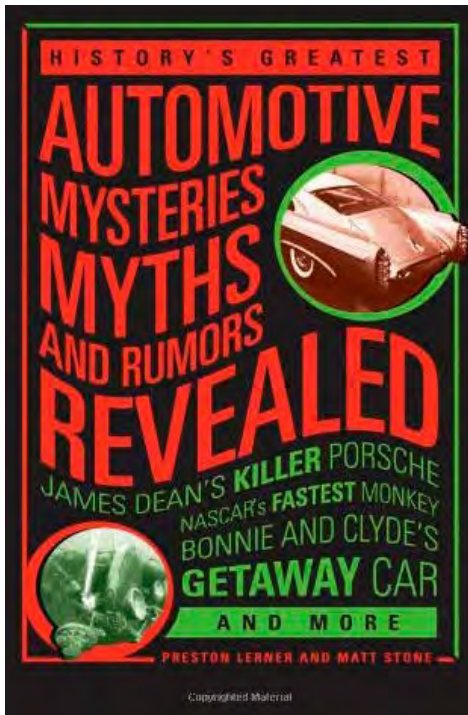
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Donations will be presented at the PCA-SDR sponsored Family Dinner on June 26th.

CONTACT:
charity@pcasdr.org
or
Lori Chesley 714 366 5098 / Martha McGowan 619 938 2697

The Legends of James Dean's Porsche 550



Story and photo by

Michael Harris

What is the real story behind James Dean's last drive in his Porsche 550 Spyder? Did George Barris paint his car? Was the car rebuilt and raced again? Were the remains of the car shown by George Barris to promote driver safety? Was the car jinxed to the point that others who used parts from the car were killed in later racing accidents? Why was Dean even driving the Porsche when he had a tow vehicle and trailer to take him and his mechanic to the Salinas Sports Car Races? Was anyone ever charged for any driving violation as the result of the accident?

A recent book covers all these questions, and more. The book is "History's Greatest Automotive Mysteries Myths and Rumors Revealed" by Preston Lerner and Matt Stone. The featured story is titled "James Dean's Killer Porsche." In 1955 Dean was only 24 and had completed three films that were critically acclaimed. He had a need for speed and had raced a Porsche Super Speedster in SCCA and Cal Club races. Wanting a faster car, he traded his Speedster for a new Porsche 1500RS from Competition Motors in Hollywood. Dean's car was the 55th 550 of the 90 built. He wanted the car to reflect that it was his car so he took it to painter and stripier Dean Jeffries to add his assigned racing number, 130, and the name "Little Bastard" on the rear of the Spyder. Dean had a German mechanic from Competition Motors to assist him, Rolf Wutherich. Dean had purchased a 1955 Ford station wagon and a trailer as a tow vehicle. A Hollywood stuntman, Bill Hickman, drove the tow car and trailer. Hickman would become famous for being the stunt driver for Gene Hackman in "The French Connection" and the driver of the Dodge Charger in "Bullitt." Wutherich suggested that Dean drive the Spyder the 300 odd miles to Salinas in order to put some miles on the motor and to give Dean a feel for the car. By late afternoon of that fateful day,

September 30, 1955, Dean was driving westward on Route 466 (now Highway 46) near Lost Hills at about 5:45pm. The sun was low in the sky, Dean was driving briskly in his low to the ground aluminum roadster, and a 1950 Ford coupe driving eastward crossed through a stop at an intersecting road and hit Dean almost head on. The Porsche rolled over ejecting Wutherich and crushed Dean in the driver's seat. The Ford driver, Donald Turnupseed, received a broken nose and facial cuts. Wutherich was badly injured but survived. Dean was declared dead at 6:20pm at a Paso Robles hospital. A coroner's inquest returned a verdict of "accidental death with no criminal intent."

Dean's motor ended up in another race car and some of the components also were salvaged and used in different race cars. As the result of several racing accidents and one death, some called the Dean car jinxed. One of the car owners involved quashed the rumors by declaring that the Dean car components had nothing to do with the accidents and the reaction to these stories was they were "a lot of baloney." When viewing photos of the wreckage, it is difficult to imagine that very much of the Spyder was salvageable. Ultimately the car supposedly ended up in the hands of Cars of the Stars Customizer George Barris. Barris claimed he

had met Dean on the movie set of "Rebel Without a Cause." Barris said he consulted with Dean on adding custom features to his new 550 and suggested adding two red spears on top of the rear fenders near the tail lights. Barris also claimed Von Dutch stopped by his shop and added the spears to the car and some striping and was paid by Dean. Jeffries disputes this and has shop records to prove that all the painting was done at his shop. The red spears were on the car when it was delivered to Competition Motors. Barris also claimed to have taken the wreckage on a US tour touting safety concerns.

Records indicate that the motor was sold to another sports car racer, Dr. Eschrich, and the motor is still in his family. The transaxle is owned by another racer. Other parts were used in other racing Porsches. Barris claimed that he had acquired the wreckage and the body was so badly destroyed he had to take aluminum panels and beat them into rough shape resembling a crushed 550 body. While on tour the car was stolen. And even there Barris has two stories. It was stolen in Florida or it was stolen in New Jersey. And he has offered a big reward for its return. Regardless of what happened to the Little Bastard, there could not have been much left of the car. The engine and transaxle had been sold, some parts were recycled for other race cars, and most of the body was destroyed in the accident. But the myths persist, and the stories are still interesting all these years later.



Goodie Store

Hello PCASDR members, those of you that have gone to a Autocross or the recent Performance Driving School have noticed that the **Goodie Store** has been open. We have new T-Shirts, Jackets, Vests, Hats and other PCASDR Goodies.

Betty and I want to poll you and inquire as to what other types of Goodies we can research and possibly provide our members. Please submit Goodie suggestions to Betty and Bob at halletticw@aol.com



The Goodie Store is a family affair, While Bob is instructing or practicing, daughter Carole and her beau Kyle man the store.

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Autocross April 25

Photos by Greg Phillips



Faces in the Pits (and on track)



More Autocross Faces



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Turn, Turn, Turn- May Ax

Story and photos by Greg Phillips

With apologies to Bob Dylan and the Byrds, this was what I thought about the May 17 autocross. I was surprised to note that this was the first autocross I had driven at this year; I had been to several taking pictures but had not driven. I was up early since the tech inspection ends earlier now and as I pulled up to the line, I found the next change. There was a pre-inspection and they needed to have my numbers on the 928S before I could get into the tech line. I would argue that the tech line is a good time to put on the numbers, but I pulled off to the side and put the numbers on and got back in line. I was not the only returnee as Kary Clements was running his first AX in several years in his 993.



After inspection and getting my armband and tech sticker it was time for the track walk. Oh wait- no track walk now. But they did want cars lined up before the drivers meeting to be ready for the track tours. The drivers meeting did start earlier and after the meeting was the student-instructor pairings. I did not have a student (good luck as it turned out) and now it was time for the track tours, and I hopped into a 981 Boxster with Chris Tearpak. As we headed it out it was quickly apparent we were going to be busy as he almost missed the first slalom gate on the first lap and stayed busy for all three laps.

Since Red was up first it was time to get ready for my laps. After the corner workers were out the cars were soon flagged off at 9 AM. With cold tires and now looking at the track for the first time from the driver's seat I took off slowly for the first

lap. But not slow enough for the slalom as I had to struggle to get over to the first gate and then was behind on the next 2 gates. The rest of the lap was fun but the cold tires were very loose and the tail was loose with minimal throttle but I got through. Over the next 4 laps the tires did warm up and grip improved but it still felt like an elephant on roller skates going through the cones.

After the session, I checked the tire pressures and they were still low and I added some air to see if that would help with grip. I then took a cool-down lap around the stadium, but noted the clutch was a little soft and then it decided to stop working as the clutch fluid boiled. Since this usually meant a thorough flush with fresh fluid was needed I decided to drive home and switch to the 968 for the rest of the day. I was able to get started in gear with the starter and made it to the I-15 and expected an easy freeway drive over the bridge to Coronado. Unfortunately, there was a Coronado Bridge special event and only one lane was open and now was in stop-and-go traffic going uphill on the bridge without a clutch. Luckily the starter held up and traffic cleared and I made it home without another stop needed. I got the keys for the 968 and headed back to the autocross, but now there was traffic trying to get onto the bridge! After a longer delay than expected I was back at the Q and just in time for my corner work and ended up working the gate.

I was ready to run after my gate work was done. With warmer track and less torque I expected the 968 to be less tail happy than the 928, but in reality I was still sideways much of the time. The first slalom gate was still my nemesis. If you carried full speed out of the cones, you were too fast and started the slalom behind and it just got slower with each gate. The turns after the slalom were fun but it seemed you never stopped turning and as you exited one you were switching into another sweeper. The off-camber uphill sweeper at the NE corner of the lot led into a chicane and then a short straight across the top of the lot and then another set of sweepers before another short downhill

straight. At the bottom of the hill it was a short braking section and then more tight turns marching down to the timing lights, left-right, left-right, left-right, left-right and then done. There was lots of shuffle steering with release and catch of the steering wheel going from oversteer to oversteer in a cavalcade of tank-slaps to the finish line (check out the videos online). I did not have in-car timing but the timing display was showing 1:21's and a best of 1:20.9 during the practice session.



After my last practice I had some time to take photos. Even with the 10 practice laps, we stayed well ahead of schedule and we started timing early. I was still out taking photos when some of the hot shoes ran their laps. Tom Tweed was pedaling his new CC14 GT3 very well on the tight course and turned a 1:14.68 and Jennifer Reinhardt's Cayman S was also very quick at 1:15.89. In the next group and miles away in Porsches was Steve in the Black Forest CC07 914-4 and he moved into the TTOD with a 1:14.33. His best lap was a raw time of 1:13.88 but a cone cost him 2 seconds. My timed runs started out poorly. The first lap I forgot to slow down before the slalom and on cold tires was out of shape through the slalom and turned a 1:22.62. The next lap was faster as I had a better line through the slalom and dropped to 1:22.01. Third lap started well but then I hit a cone at the top and then overcooked the final section for another cone and dragged that one all the way to the grid. Last lap started well through the slalom, was clean through the tight sweepers and carried good speed down the hill and through timing lights and was my best at 1:21.47.

Steve's time would hold up until near the end

when Erik Kinninger ran in the CC14 965 Turbo. His first lap was slow at 1:19.12 as he needed to warm up the Yokohama slicks on the back to balance the soft C71 Hankooks on the front. But his best lap was a 1:14.25 to just nip Steve's time. Rounding out the Top Ten were Martin Reinhardt (CC11) at 1:15.06, Jeff Norman's CC12 996 at 1:15.86, Marcus Kramer's CC10 Cayman S at 1:15.86, Jennifer Reinhardt (CC11L) at 1:15.89 to just nip Kathy Smalley's CC09 Boxster at 1:15.90, Andrew Raines SS06 Cayman R at 1:16.26 and finally Just Saltzman's CC13 GT3 at 1:16.49.

After the track was picked up it was time for beers and then the final results were announced by Keith Verlaque and ribbons handed out. Then you could see who the real winners were in some of the private duels. In CC01 John Chamber's 944 nipped Morgan Peterson's 914 1:31.13 to 1:31.24. In CC02 David Witteried's 1976 911S nipped Adrian Bortolin's 944 1:22.18 to 1:22.32. In CC04 Bill Behun did a happy dance when he beat Gary Burch 1:18.86 to 1:19.03, and Martha McGowan was also dancing when she beat Lori Chesley in CC05 1:25.27 to 1:26.03 in the shared 944S2. In CC06 Kenta Sasaki's Boxster beat Mark Curran's 911SC 1:19.40 to 1:19.61. In CC07 Terry Barnum thought he might be catching up to Steve's 914, but the tight track and new tires left him in second at 1:17.48. In CC13 Kary Clements battled the tight course and finished behind Justin Saltzman's GT3 at 1:16.81 and just ahead of Keith's GT3 at 1:18.71. The BRI trophy went to Steve's 914-4.

For full results you can always check the website for results and season standings. The next autocross will be June 20 in the SE lot. I will miss that one also as I will be off to French Lick, Indiana for the Porsche Parade. But if you are not going to Parade, it will be another great event.





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