

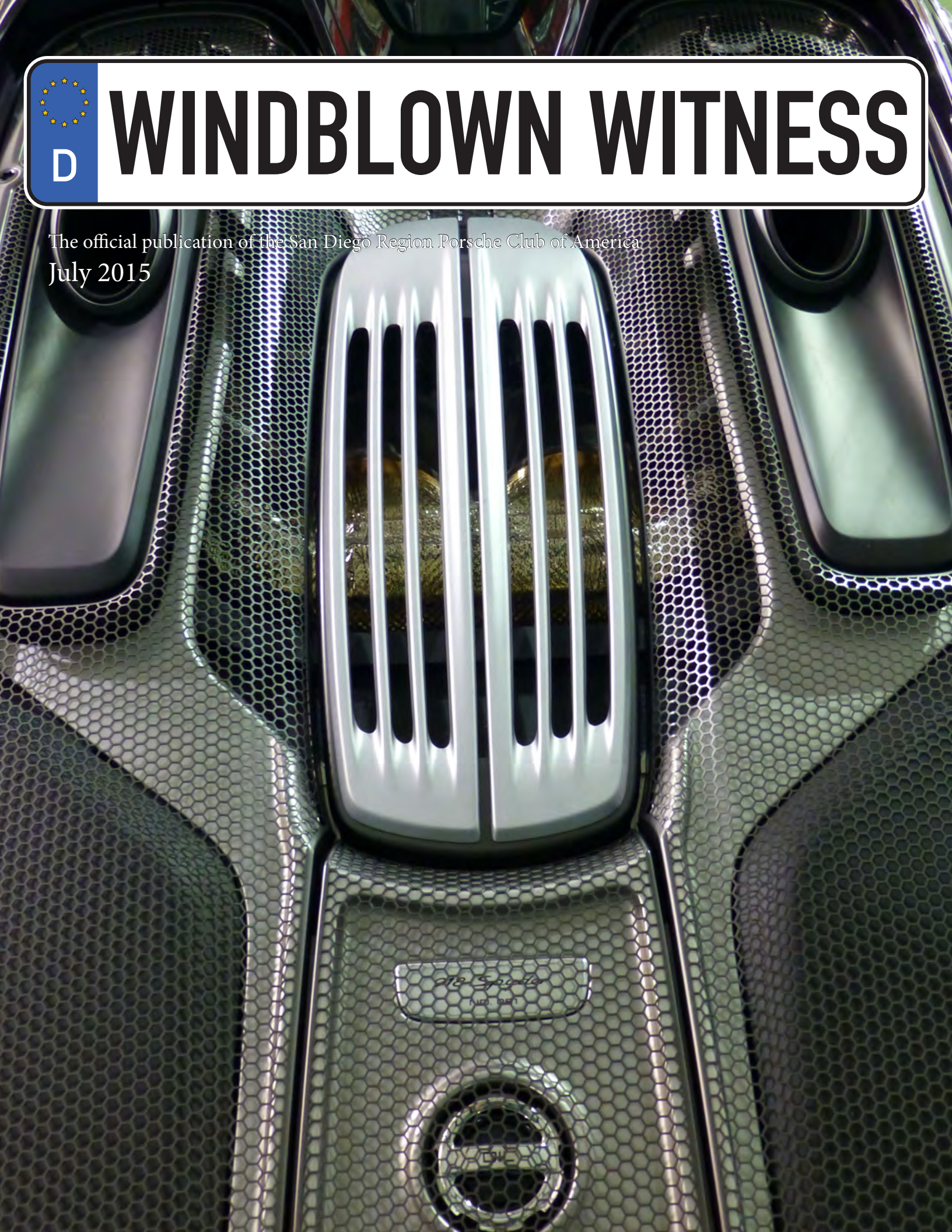


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WINDBLOWN WITNESS

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

July 2015



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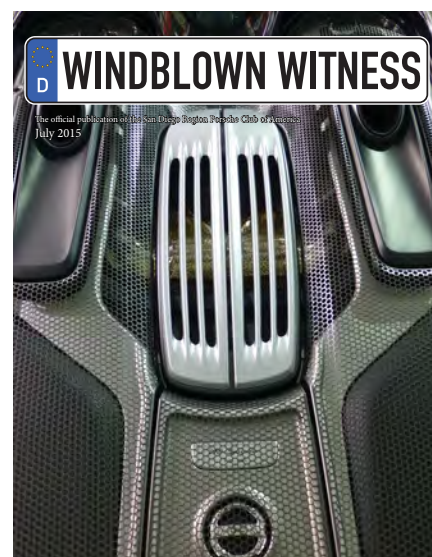


photo by Greg Phillips

WINDBLOWN WITNESS

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Christopher Riordan	<u>Tech Advisor</u> Steve Grosekemper
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<u>Registration</u> - Qualcomm Events	<u>Equipment</u> Keith Rampmeier
Katie Kinnerger 619.593.4053	Matt Sparks
- Away events	Marcus Kramer
Robert Baizer	
<u>Corner Working</u> Adriano Bortolin	

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ax	de	preregaway	timingq
board	emaster	preregq	tours
cdiq	equipment	rally	treasurer
cdiaway	eventflyers	registrar	tt
charity	forum-admin	rules	webmaster
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

As I sit down to finish this month's issue, I am in French Lick, Indiana at the French Lick Springs Resort for the 60th annual Porsche Parade. Although the weather started poorly with rain and flooding, it has turned into a very nice event with warm weather but beautiful green hills and fun roads (in my Hyundai rental). I had hoped to have this all finished before flying off to Louisville, but life and work got in the way.

The past month was not only busy for me, but PCA-SDR also stayed busy. From a tour to Borrego to a Tech School at Black Forest to a tech session on classic Porsches at Porsche of San Diego, these were only a few of the many events going on in the Porsche world. Some of these events are in this issue and others will be covered next month (magazine teaser).

While our big track events are on summer hold, at least you can read about our last event at Big Willow. Congratulations to Erik Kinninger who drove Roland Schmidt's air-cooled 911 to take TTOD and just nip Bob Mueller's 1985 911 Carrera, both with very fast times

in the 1:25's! It has been quite a while since the water-pumpers have been beat at the big tracks.

Looking forward, I missed out on what sounded like a fun autocross in the SE lot as I was flying to Parade and there were car shows at MCRD and also at Eastlake Village as I finish up at Parade. Once again the region has an ambitious schedule of events to try and have something for all members to enjoy their Porsches. If you have not taken the plunge yet, take a look at our calendar of events and give us a try.

I am still trying to get my hands around this new editor's job and this month is still a work in progress. I have brought back the classified ads and thanks to Keith Rampmier who reviewed and got rid of the stale ads. The remaining ads are fewer in number but hopefully will have more relevance. If you want your ad in the *Windblown Witness*, all you need to do is to post your ad on the website. Click on the Resources tab on the home page and then click on Classifieds and it will take you to our ad2ad

portal to post your advertisement. And in the future; once you have sold your item, please go in and remove your ad so that we can keep the Classifieds as helpful as possible.

Also let me thank Bev Gould who assisted in this issue in updating the Calendar section. My goal is to be able to make the production of the *Windblown Witness* a shared task. Using Dropbox and the cloud technology we can have several different people working on the issue throughout the month and minimize the amount of work each person will have to do and also put less pressure on a single individual (who might be busy at Parade). Wish me luck and if you have experience in shared computing I would be interested in hearing from you to see what tricks and traps I might be encountering.

Greg Phillips
Editor



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Heads up From The Hot Seat!

By Keith Verlaque, SDR

Events, “The Flash” and showing your colors.

In June, over 100 SDR members were treated to a “behind the scenes” glimpse at a Porsche dealership thanks to Joe Allis and his team at Porsche of San Diego.

About 25 of us were trained in the intricacies of performing a “Tech Inspection” on our Porsches at Black Forest Automotive, plus scores more were able to enjoy movie night with the Dinosaurs (I am, of course, referring to the creatures in the Jurassic World movie ... not our “chronologically endowed” long time members). We provided dinner to homeless kids and their families at Monarch School and fed ourselves at the last Tuesday social evening.

This month’s calendar shows a Board meeting in Vista on the 1st – to which all members are invited, an auto-cross at Qualcomm stadium on the 11th – if you’ve never been to one of these events you might want to consider taking an hour out of your day to come and see what goes on; on the 25th there is another CBad Cars gathering from 7:00 – 9:00am at the Carlsbad Premium Outlets off Palomar Airport Rd – expect a heavy PCA-SDR member presence. In fact, I recommend you get there early if you want to be sure to park with the rest of the Porsches. This month looks to be a good opportunity to spend some time cleaning and detailing your Porsche so you can “represent” at the annual SDR Concours d’Elegance at Spanish Landing sponsored by Porsche of San Diego on August 22nd.

The Flash

I wonder how many Porsche owners

have heard of the “Keep the Flash Alive” campaign (Oops! I suspect I may have just revealed myself as one of the afore-mentioned dinosaurs)! The premise is that in order to promote camaraderie among Porsche owners, whenever you see another Porsche out on the road, you flash your headlights as a friendly salute to a fellow owner. With the ever increasing number of new Porsches appearing on the road over the last several years, it appears that the message may not be getting to some of the new owners – which is OK after all, it is a personal choice thing. I still recommend that you give it a try! You might be surprised at how many waves, nods and thumbs up you’ll get from other Porsche drivers.

Show your colors

Here in SDR we have a great crowd of enthusiastic members attending events staffed by friendly, inspiring volunteers, led by (mostly) youthful and dynamic leadership and, as a result, our events are an absolute blast, morale is high and there is definitely a great deal of pride in being part of the PCA-SDR team.

For this reason, we have made up some decals that fit diagonally across the top passenger side corner of your windshield (on the outside) that will identify you and your P-car as a part of team San Diego Region. These decals have been carefully designed and sized so as not to impede your vision from inside the car and have our region’s Red, Yellow and Black logo complete with the white seagull, and three words stating with pride “WE are SDR”. These decals identify you as a member of one of (if not “THE”) best region in PCA and will be available from the SDR Goodie store very shortly for a reasonable price. If you would like to know more about these decals, please contact Bob & Betty at goodiestore@pcasdr.org

Identify yourself

You may have seen event chairs and members at events wearing recently redesigned white SDR member name badges. If you would like to order one, they are available through our membership chairs, Gisela and Genette, at membership@pcasdr.org

I request your feedback on all things PCA-SDR, so please let me know if you like something we do, and also tell us so we have a chance to correct it if you don’t like something we do. Constructive criticism is much appreciated. Please use the feedback@pcasdr.org

You’re invited to join us at our region events and we’re pretty sure you’ll see why we declare with pride “WE are SDR!”

[LETTER FROM SDR MEMBER]

I personally want to thank you and the other PCA-SDR directors for your recent tech event at Porsche of San Diego

Please accept and pass along my thanks for all of the work everyone in the PCA-SDR did to make last Sunday’s event a really great one.

This was my first SDR event but I met a number of really great members, saw some very, very special cars and learned a lot about both the dealership side of Porsche of San Diego and also the service side led by Chase. I plan to write Porsche of SD but please forward my thoughts, and I’m sure others, to the management there.

I’ll keep watching for other Zone 8 events and meet with your members again.

Robert Schmitt

Cayenne S

‘87 911 Targa



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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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June Board Meeting

2015 Board - Call to Order

Board members: Dan, Bruce, Karen, Javier and Jim, Keith V.

Minutes Approval: Karen M/S/P

Treasurer's Report: Bruce submitted his report. A motion was made to approve the report. M/S/P

A branch of the Region's bank has expressed concerned about security and will not accept checks unless spelled out with full name: Porsche Club of America-San Diego Region. Bruce notes the Region has always encouraged members to make checks payable to PCASDR or PCA-SDR. The bank recommended the Region file a DBA. Bruce is going to investigate. Archivist will work with Bruce to get proper paperwork for DBA.

Logistics: Bruce reports while en route to the last AX, the lunch truck was in a serious accident. As a result, they have gone out of business. Bruce has located a new lunch truck. This truck will be arrive earlier and stay later. The Region has guaranteed them a minimum in sales. The truck is Chip's Beach Eat.

President's Report: A meeting with Porsche of San Diego focused on event coordination for SDR event. Members are requested to thank Porsche of San Diego for their sponsorship efforts.

The Region was contacted by an LA Auto Show rep suggesting club-only discount. Would we like a group rate for a visit? Javier will contact to see what they are offering.

The Region was contacted by a representative from the Circuit of the Americas offering discounted tickets US Grand Prix F1 race Oct. 23-25. Javier will pursue to get further details.

A member lost a camera case on the tour, it was suggested we send an e-blast asking if someone found it. Keith will contact Bev Gould.

Keith encourages members, especially those preparing communications, to refer to the Region as PCASDR or PCA-SDR.

Zone 8 Rep: Tom Brown reports Parade is June 21-27 in French Lick, Indiana. Zone 8 will have 49 people attending.

Unfinished Business: Jim Binford talked to National to clarify membership questions. Affiliate members have all the rights as full members. We have the right to run our events as we choose.

Quest members are entitled to six months of Region publication, but not allowed to attend member-only events.

National PCA has no method of tracking previous affiliate memberships.

Chair Reports:

Archivist: **Tom Brown** – No Report

Autocross: **Mark Curran** – Reports the following dates have been negotiated with Qualcomm, pending approval by the board.

Sat. July 11 West AX
Zone 8 Event

July 25 SE Instructor Day

Aug. 9 West AX

Aug. 23 West Instructor
Training Day

Sep. 12 West AX

Oct. 17 & 18 West PDS

Nov. 8 SE AX

Nov. 29 West AX

Dec. 19 West AX

Other Car Non Points Event

A motion was made to approve July 11 as AX and Zone 8 event and hold above Qualcomm days until AX team can plan use. M/S/P

Although payment in advance works better for reservation. Bruce will confer with Qualcomm officials, he was told refunds for any reason are not likely.

May 17 AX reconciliation: the event made a profit, including cost of pizza after the food truck incident. Track set up was achieved with the help of 14-16 people helped set up track. It was determined that these volunteers will need to sign a waiver in the future.

Mark plans to be even more diligent about corner workers using their cell phones during corner work. Please note, an AX is a hot track, no different than any other race car event. Distractions such as cell phones, no matter the usage, are prohibited.

Lori Chesley investigated the cost of event medals for AX. The order would be 100 first place medals for \$260 and 150 second place medals for \$390 for a total of 677.70, after tax, delivery, etc. The region has plenty of third place medals thus none will be ordered.

A motion was made to approve the purchase. M/S/P

Tom Brown requested a new laptop for AX timing. A motion was made for a budget limited to \$2500. M/S/P

Equipment: **Keith Rampmeier** Reports the hydraulic jack on equipment trailer no longer works. He requests \$400 to replace jack and \$50 for a taller hitch. A motion was made to authorize a budget not to exceed \$500. M/S/P

Auto Museum: **Michael Harris – John Straub** Military vehicles at Auto Museum and Camp Pendleton loaned many items. A display entitled “Wings and Fins” starts at end of month.

CDIs: **Dave Malmberg, Christopher Riordan, Peter Carides:** The instruction-feedback-meeting is in planning stages.

Charity: **Lori Chesley, 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** The concours date Aug 22 Spanish Landing and we need volunteers. Steve asked port if food trucks are allowed and is waiting for their reply. Registration is open. Six participants registered so far. Folks can register old school. Steve will attend OCR event for recruiting of judges and participants.

eMaster: **Bev Gould** No report

Goodie Store: **Bob & Betty Hallett** report the Goodie store went well at the autocross and made about \$500.

Historian: **John Straub** No report.

Insurance: **Cathy Young** reports insurance is up to date.

Legal Affairs: **Jim Ryan** no report.

Membership: **Gisela Gonzales and Genette McGowan** Report there are 1,555 primary members, and 985 affiliate members for a total membership of 2,540.

Military Liaison: **Rick Richardson** 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** reports he has received no suggestions for changes to SDR Rules By-laws. He will post a note the forum asking the membership to read by-laws and make suggestions for updates.

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

Safety: **Gary Burch** – No report

Sponsor Liaison: **Jim Binford**

reports new advertisers are: SOS Customz of Oceanside and The Dent Devils of San Diego.

Social: **Victoria Varon** The May event at the Padres game had 65 attendees. Victoria is going to schedule a fall Padres game.

As of meeting, two tickets remain for movie night. 54 out of 56 tickets have been sold so far. Movie night will be at Edwards in Carlsbad Mall. Edwards does not have food and beverage minimums. Tickets for the movie are \$16. Victoria asks participants meet 45 minutes early. The theater opens 30 minutes early.

A motion was made to accept the following dates and events:

Aug 1-Aug 2. Mystery weekend.

Sept. 6 New member party

Oct. 3 Progressive dinner

Nov. 7 Volunteer party

Dec. 5 Chocolate making party
M/S/P

Social Media Chair: **Marc Mantaza** reports things are up to par. Sign-ups are up, about 12 per week by new visitors. Marc will help with direction for cloud storage. National has tapped Maggie Garnett, formerly of the Los Angeles Region, to be the social media coach.

Tech advisor: **Steve Grosekemper** reports school ready to go. All data needed for teching a car is online, including region, zone, and club racing with forms and classifications. The training manual is online and includes job descriptions. Minor changes will be easy for future rules changes.

Tech Sessions: **Jim Binford** Reports we have a tech session 11 a.m. June 14 at Porsche San Diego. 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 noon 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. 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.

Members are urged to support our good friends at Porsche San Diego and take part in this tech session.

Jim will plan additional tech sessions now that Qualcomm dates have been set.

PCASDR members are invited to Charlie's Foreign Car Service at 4 p.m. Aug 20, to enjoy Encinitas Cruse Night.

TT/DE: Jack Miller, Robert Baizer – Jim Binford stresses the need for the San Diego region to determine how we will support the National DE Instructor training GPX is conducting Oct 4. The one-day class will be at Willow Springs international and CDIs must recommend candidates to attend training. We need to coordinate with GPX on how to determine how the event will be conducted.

Club Race: **Greg Phillips** – no report
Tours: **Keith Verlaque** reports the most recent tour was May 24, from Hoehn Carlsbad to La Casa Del Zorro. 77 Porsches participated.

A motion was made to accept the following proposed dates for next tours: Aug 30 and Dec. 6. M/S/P Coronado Speed Fest: **Katie Kinninger/John Bell** request a check

for \$2,500 for tent rental, table and chairs. The budget is higher than last year because of higher costs at event. Catering available last year for first time. A plan is in the works for Goodie Store to be there both days. A motion was made to accept increased budget. M/S/P

Volunteer Coordinator: **Sara Gengler/Mike Miller** Sara requests chair job descriptions. She has received 13 so far, including the following since the May meeting.

- AX Logistics Chair: Bruce Wing
- Archives Chair: Tom Brown
- Policies & Procedures: Tom Brown
- Away Driving Equipment Chair: Frank Powell
- Tech Sessions Chair: Jim Binford
- Sponsorship Chair: Jim Binford

Thank you to everyone who has submitted a job description.

Periodically, Sara will send an e-blast to the committee chairs reminding them to create and send their task statements.

An ad promoting volunteerism within the club should run in the upcoming Windblown Witness. Sara plans to ask that Bev send an e-blast to the general membership promoting volunteerism.

When the Region has a dedicated web master, Sara would like to see volunteerism section on our website.

Web Team: **Tom Brown, Martha McGowan, Greg Phillips** report a web master is still needed. A problem with email has been fixed.

Web/Forum: **Steve Grosekemper** reports monthly average 4.1 new members on Forum. Chairs using the forum to encourage participation. A reminder that non members

can view the forum, but may not post. The forum is up 876 members since 2004. Steve encourages more use of Forum to share and learn about PCA events.

Witness Billing: **Tom Gould** working with Bruce Wing on PCASDR banking issue. If they can't solve it, Tom will "send Bev Gould to take care of it."

Witness Editor: **Greg Phillips** reports Witness is at printers, mailing soon. Greg will attend Parade, wants Witness done before June 19. Plan is underway to make Witness a shared duty using dropbox/cloud technology.

New Business: Information that chairs have to do their job is lost in transition. We need a cloud-based database for chairs that can only be updated by certain people. Data collection would be the first step in the process

BMW club has approached about us participating in teen survival schools as joint interest. Jim is going to pursue parameters for possible 2016 event.

Announcements: *THANK YOU to Tom & Susan for hosting*

Adjournment: 10:31

Next Meeting:

Bev & Tom Gould
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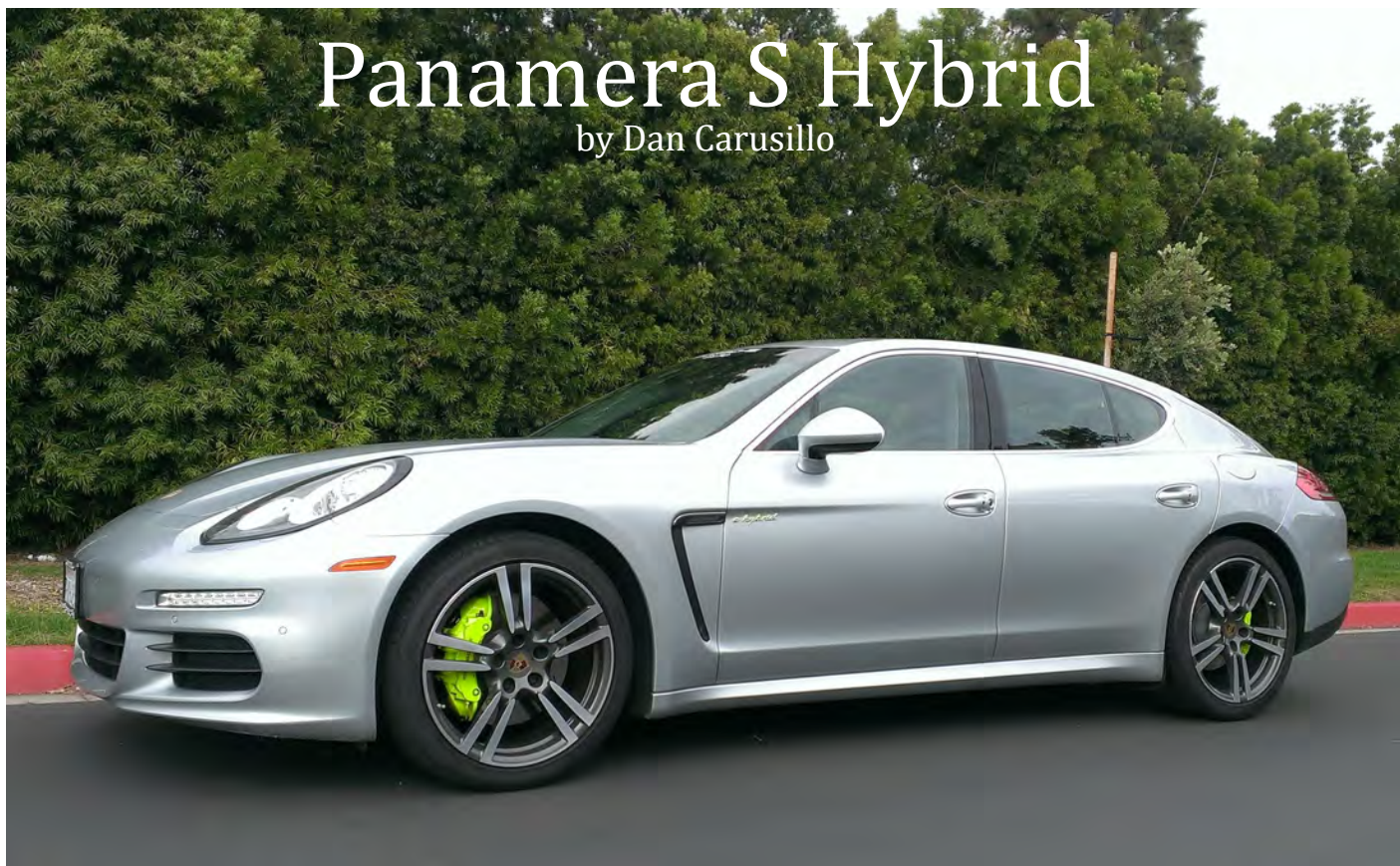
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Panamera S Hybrid

by Dan Carusillo



An e-ticket (as in electronic) ride compliments of Porsche of San Diego.

I love sports cars. And in my opinion Porsche makes the best. When I brought my Cayman S in for service to Porsche of San Diego, Mr. Joe Allis and his wonderful staff offered me the use of a Panamera S e-hybrid.

Oh no I thought! "The shaggin' wagon". Should I politely decline, ask for a ride home, and then drive my 911 SC instead? Hmm, I did a double take and something made me stop... Was it the green highlighted badging or the lustrous silver paint? No it was the green calipers, stirring images of the 918 Spyder from my unconscious. Porsche Motorsports use of a racing technology and design in street cars is legendary. Could parts of a 918 Spyder live within this touring sedan? My mind changed, I grabbed the keys and quickly jumped in.

When the door closed, I realized this was the future. Not "Back to the Future" but forward. A wise Greek Philosopher once said, "There is only one constant change". Let's roll with it, and roll I did! I'll leave the specs of the car for net surf-

ing, but suffice it to say I really enjoyed cruising in this car. Granted it's not a GT4 and the back seats are small (apparently a prerequisite for Porsches.....) but it gobbled up the freeways. The e-hybrid was ridiculously miserly on gas. Yet for a heavy sedan, offered loads of torque when floored. The I.C E. (internal combustion engine) and electric boost will operate together when asked. 918/919 I'm coming for you...not!.

All in all, many thanks to Joe and Porsche of San Diego for their excellent service and support of our Club. Oh, and they have some Awesome cars too!









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
Don't like Motorsportreg? We can take CC & AMEX payments through squareup
Registration closes August 6, 2015**

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July 2015

01 Wednesday Board & Member Meeting

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

Place: Bev & Tom Gould home. 1548 Roma Dr. Vista CA 92081 760-208-0870 (cell)

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

04 Saturday Happy 4th of July

11 Saturday Krispy Kreme and Cars

Time: 8:30 am- 10:30 am

Join your Porsche friends for Krispy Kreme & Cars at Clairmont Mesa Town Square Shopping Center on the 2nd Saturday of each month.

Address: 4180 Clairemont Mesa Blvd., San Diego 92117

11 Saturday Autocross - West Lot

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.

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.

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

August 1-2 Weekend Mystery Weekend

Details:

Back by popular demand is the

infamous Mystery Weekend!
Space limited - Registration required

August 5 Wednesday Board & Member Meeting

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

Place: Water Conservation Garden El Cajon
12122 Cuyamaca College Drive West, El Cajon, CA 92019 619-255-9275

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

August 8 Saturday Concours Car Prep School

Time: 9:00 am - approx 3:00 pm

Place: TCsGarage Parts 7 Accessories
1315 Hot Springs Way, #105, Vista CA 92081
760-295-3330

Cost: \$20 includes lunch and refreshments register @ <http://msreg.com/CPS88>

Details: Experienced volunteers will show you how they prepare a car for a Concours. Learn tips on car care, tricks they have learned, shortcuts & answer your questions on Car Preparation

August 8 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.

August 14 Friday

Werks Reunion II

Time: 7:00AM – 3:00 PM

Place: Monterey , California

Details: PCA National will hold it's second annual Werks reunion during the famous Monterey Car week on California's Monterey Peninsula.

August 15-16

Weekend

Club Racing - West Coast Series - High Plains Raceway

Sponsored by Rocky Mountain Region

August 20 Thursday

Encinitas Cruise Night

Time: 4:00PM - 7:00PM

Place: Charlies Foreign Car Service
751 2nd Street, Encinitas , CA 92024
760-753-4969

Details: Encinitas Cruise night is where the streets of Downtown Encinitas will be rockin' & rollin' when Encinitas Classic Car Nights come to Downtown Encinitas. PCA SDR members have been invited to park at Charlies Foreign Car Service and enjoy some food, beverages and watch the festivities.

No cost - just let Nikko at Charlies know you are coming so he can plan the food and parking.

August 22 Saturday

PCA SDR Concours d'Elegance at Spanish Landing

Time: 8:30AM - 2:30PM

Cost: \$35 for Judged Entries - ONLY
\$10 for Porsche Corral (Display)

Registration: <http://msreg.com/SDR-Concours2015>

Details: Join PCA SDR on August 22nd for their annual Concours by the Bay at Spanish Landing Park East. We would love to have you come and join us in the fun!

Not interested in having the car judged? Put your car in the Porsche Corral!! All Track cars, daily drivers, special interest and Porsches wanted.



August 25 Tuesday

LTS- Last Tuesday Social - La Gran Terraza - USD Campus

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

Place: 5998 Alcala Park, San Diego, CA 92110

Details: Meet up with your Porsche club social friends at La Gran Terraza.

August 29 Saturday

CBAD Cars (Carlsbad)

Time: 7:00AM - 9:00AM

Place: 5620 Paseo Del Norte #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.

August 30 Sunday

Driving Tour

Time: 8:00AM

Place: TBD

Details: Meet up with your Porsche club friends for a grand driving tour on some fantastic roads in San Diego County. The tour finishes with a No-Host lunch at a mystery location at around noon.

If you have a 2-way Motorola - bring it along.





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Board Meeting @
the Browns

San Diego Auto Museum

Story and photo by

Michael Harris

War Years

The Automotive Museum continues with its year long celebration of the Centennial of the San Diego Panama California Exposition of 1915 that really put Balboa Park on the map. This is the third of four displays that will take viewers from the mid teens of the past century to modern times. The Centennial opened with the Auto Museum being the terminus for a number of vintage automobiles rallying to the Park and ending at the Museum. Phase Two just concluded with "Balboa Park-the War Years" honoring the men and women who served in the Navy and Marines during World War II, when the Park was turned over to the Navy Department for military purposes from 1942-1945. Phase Three will celebrate Post War Life with "Wings and Fins." The "Wings" represent General Motors' talented chief designer Harley Earl and his fascination with pursuit planes, specifically the twin engined/twin boomed P-38. Starting in the early post war years Earl drew models and produced automotive designs that featured flowing fins and lines reminiscent of aircraft and rockets. Starting in 1948 and culminating with the huge fins on the 1959 Cadillac, prominent fins were part of American automotive design. Cadillacs still had tail fins in 1960 but from that point on they kept getting smaller until they disappeared entirely. The Post War years produced a period of prosperity and opportunity for the average American that was far superior to previous periods in our history. Prior to August 1945, the Nation had been entirely on a war footing from December 1941 on when

only food, war weapons and goods aimed at defeating the Axis Powers was produced.



To control war profiteering and maintain stable prices, price controls were implemented and all sorts of goods were rationed. This included meat, dairy, wheat, and other food products, clothes, fuel, lubricants, rubber, automobile products, metal, aluminum, steel and the list went on. As a result people had been on forced savings programs for nearly four years. At the end of hostilities American businesses quickly turned the factories that had defeated the enemy by producing war materiel into producing cars, radios, appliances and other consumer goods. Cars that were built as 1946 models looked very much like 1941 models. By 1948 and 1949, American cars looked very modern and "new." Gone were running boards and stodgy colors and designs. In their place were cars that were much more powerful, had

better brakes and suspensions, and had looks that announced that their owners had arrived. Flat head engine designs were soon to disappear and be replaced with overhead valve motors. Engines were increased from six to eight cylinders. The cars became easier to drive with power accessories like power steering and brakes, automatic transmissions, and lower rear end gear ratios that would allow many cars to soon reach speeds of 85 or more. The desire for power and speed, luxury and beauty all culminated in the Fin Era. By the early to mid 1950s, paint and upholstery colors were being transformed from browns, grays and blacks to pinks, turquoise, soft greens and other pastel colors. Complete design departments were created and produced stunning designs under the direction of Harley Earl at GM, Virgil Exner at Chrysler, and Raymond Loewy at Studebaker.

But by most yardsticks, Harley Earl was head of his class. General Motors had always marketed cars on the theory that the company needed a variety of divisions so that buyers could start with the lowest priced brand, the Chevrolet, and work up the class ladder to Pontiac, then Buick and Oldsmobile ending up with a Cadillac to prove they had "made it" in society. GM also marketed their products and designs at futuristic car shows named "Motoramas." These Motoramas featured dream cars of the future that were transported by special bus like vehicles created by GM to different venues around the United States.

The San Diego Auto Museum's new display promises to offer innovative designs, sleek lines, lots of chrome and audacious color schemes with fighter plane/rocket inspired designs. There should be a few large station wagons as well to take some of you back to the '50s and '60s. Not only were there changes in car design, the Post War years saw huge changes in our life styles. From the interstate highway system pushed by President Eisenhower (as Supreme Allied Commander in Europe he had seen how effective the German autobahn system was in the rapid deployment of men and material) to mass built tract homes in what came to be known as the suburbs (another result of WWII as Navy Sea Bees had learned to build aircraft bases with prefabricated buildings almost overnight and enterprising builders modified and used the same concept back home).



Old cars were cheap and affordable and new cars in huge demand. The fifties spawned Drive-in Movies and Drive-in just about everything else from burger joints with Mel's type car hops to other businesses. The year of the fin was 1948 starting with Cadillac. Station wagons went from being transport vehicles taking guests from the railroad station to

the resort, hotel or other form of accommodation to become family vehicles carrying mom and the kids to the super market (another innovation of the new car era), to sports events, camping sites, and other family outings. The "family vacation" allowed families to cross state borders to visit the relatives and perform other sit-com era activities. Guess where the motel chain Holiday Inn came from? (David Halberstam's book "The Fifties" offers a wonderful history of the 1950s era, including all these phenomenon). Guaranteed you will enjoy this display.

The recently completed "The War Years" display was extremely well attended. The vehicles included a 1942 Studebaker "Weasel" tracked vehicle, a 1942 International Harvester M-24 one-ton truck with rocket launcher, 1941 Dodge command car, and a 1942 Willys Jeep (the most popular American vehicle of the war-Willys won the contract with its design but the company was too small to produce the amount needed so many other companies also built Jeeps). Probably the best feature of the exhibit were the enlarged photos displaying various aspects of the war



years in San Diego. These included photos of the B-24 bomber plant located off Pacific Coast Highway and behind Lindberg Field to photos showing men and women in uniform involved in a variety of different activities going on in San Diego at the time. One entire wall also featured a huge map of both the European and Pacific Theaters of war. A really great exhibit.

Please come and visit the Museum's continuing exhibit honoring the Centennial Celebration of the Panama California Exposition of 1915 and the California Pacific International Exposition of 1935 and enjoy "wings and fins."





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CBAD Cars



May 30



Big Willow Boogie

Story and photos by Greg Phillips



Although we were originally scheduled to be at Streets of Willow in May, through the good luck of a scheduling glitch we instead got to run at Big Willow, "The Fastest Road in the West". Although any track weekend is fun, Big Willow is much nicer than running at Streets, even though it is again a high speed horsepower track of just 9 simple turns.

and then onto the high desert and Willow Springs International Raceway in Rosamond.

Since Friday was a Test and Tune day, there were a few cars running when we arrived, including Mark Kinninger working with Sohaib Koreshi and his GT3 Cup. There was also the Jaguar Driving Experience in the next garage with a large stack of used tires and several Jaguars along with few other sports cars to compare to, including Porsches and Corvettes. In addition to the cars on the track, there was also smoke drifting up above the Budweiser Balcony from the drift cars on the upper skid pad.

We were able to get the trailer unloaded at our garage since it was not being used, but there was an RV parked next to our garage we had to wait until he left to park Ethan's trailer, which was to be our accommodations for the weekend. We had a full compound with Bill and Tami Ibbetson also parking their trailer to try and maximize our wind breaks. Several drivers had also taken off early and were arriving as Mark Curran and then Cathy Young were sharing the garage next to us and staying in Lancaster.



Due to road work on the 138, Steve Grosekemper picked me up early towing the 911SC and we headed north on the I-5 to meet up at Carlsbad with the rest of the caravan with Jim and Jad Duncan and the Riordans, Chris and Julieann; each towing their 996's. Traffic was not bad for LA and we made good time until our lunch stop at Santa Clarita



Ethan was busy installing his new harnesses as Steve started tech inspection. Willow had brought back a few drivers like Jeff Schmidt, Richard Park, Dave Gardner and Steve Livelsberger. Also running was a couple of Speed Gallery Cars with Dan Aspesi and Gunter and Andrew Enz. Jack Miller had arrived, but Robert Baizer was not able to attend and his son Jacob had volunteered to help with registration and timing in his stead.

After tech was done it was time to fire up the grill for dinner prepared by the Ibbetsons and we ate as the sun slowly set in the west. After dinner there was some bench racing and then everyone turned in to prepare for an early Saturday.



With the DE group, we had a very good turnout for the weekend, and since not everyone had been teched on Friday, Saturday morning was very busy before the drivers meeting with Jack Miller. Jack reviewed the weekend schedule and procedures and then went through student-instructor pairings where I found I would be working with Ken Berry and his Boxster in the DE group.

And since green was out first we headed back to the pits to get ready for his first session. Jack Miller's Lotus was leading the group for ducks-in-a-

row as we headed onto the track. The session went quickly with ones top to shuffle drivers forward as Ken got a good look at Big Willow.

Steve was up next in Red along with Ethan and Bill. The cool morning air was quickly rent as Dan Aspesi's GT3 turned a 1:24.54 on his last lap with Andrew Enz up next at 1:28.66. Sohaib's GT3 was next at 1:31.71. Ethan turned a 1:35.75 and Steve's best was 1:38.61, just behind Erik Kinninger's 1:37.70. Bill started slowly with a 1:42.09.

I was up next in Orange and headed out with Ken. We were a little slow getting buckled in and came out into the middle of the green flag laps and with warm tires we started quickly. There was some traffic and I did not get a good clean lap until near the end when I finally got down to 1:40.57. Rick Levenson was quickest at 1:33.82 with Jim Duncan next at 1:36.27. Tami only got a couple of laps when her 968 started making noises and she pulled in early. Bruce Wing was also having mechanical issues although he was able to finish his session.

Ken was up next in the DE group and we were running a passing exercise. It turned out to be a learning experience as we saw several different and wrong techniques for pointing cars by. The primary problem for most was that they would leave their arm out and just wave it steadily to point by several cars rather than putting their arm out and bringing it back in for each point-by. It is a much clearer signal and less miscommunication. Ken also learned another important lesson as he almost dropped a wheel as he was concentrating on pointing a car by between turns 2 & 3. You still have to keep driving while you are pointing people by!

I was up next for my session in Orange and started well. We came out a little late and the first two laps we had no traffic and a couple of 1:39 laps. The next lap we started catching traffic and although it cleared quickly we slowed to 1:40. But the next lap did not go well. Turn 1 went well but when I turned in for turn 2 there was a vibration and I thought I had a flat tire and I slowed down and then parked it on the inside of the exit of turn 2 and waited for the session to end. When the truck

came out they checked the tires and they were all round and I started the car and they had me drive back to the pits in the reverse direction. It seemed fine and I wondered if I was being too sensitive but when I got up over 30 mph it started again.



Back in the pits Steve started inspecting the car and checked the tires and bearings and it seemed OK and he took it out for an inspection drive that was very short as he came back in quickly and after further inspection with tire removal found that the left front hub had broken and it was mainly the caliper bolts holding things together! Since hubs are an unusual part to find broken, he had no spare and in checking around the paddock, neither did anyone else. The local parts stores also laughed as we checked with them so we had to turn to another resource, the LAPD (Los Angeles Porsche Dismantlers that is).

Steve was able to contact them and they were still open on a Saturday and did have a hub available. Now we only had to go get it. Luckily they were only about an hour from the track in Sunland just past where the 14 met the I-5. So I was tasked to take the truck and make the pickup. Traffic was light and they were very helpful at LAPD and I checked the hub part numbers with Steve to verify and then headed back to the track. Timing worked

out well as I had already gone out with Ken for his session before lunch and one of the other instructors was able to cover his next sessions while I returned.



With the part in hand Steve started working. First he had to remove the studs from the broken hub and then put them into the new hub, without the usual tools and presses he would use at the shop. But it went quickly and the car was back on the ground and ready for Steve to roll out in the last Red session. The car went well and Steve turned a 1:35.04 while Erik Kinnniger led the session at 1:30.27.

I went out for my last session and we still had little more excitement to get through. The first lap went well but I had a yellow flag and noted a car had pulled off to the inside of turn 8. The next lap as we came to turn 8 it was a black flag and I slowed and pulled into the hot pits. Unfortunately not everyone saw the flag and a couple of cars continued down the front straight as I pulled in. And while we sat waiting a couple more cars went down the straight after missing the black flags. After the car was cleared we were flagged off and finished the session without further events.

Of course while I was on delivery service, Steve and Bill had been kept busy with the Ibbetson 968. They were able to get new parts ordered for delivery to the local parts store at the end of the day. After the track was cold they were finally able to get them installed and get ready for Sunday with special thanks to Ethan for having a SIR wheel bearing puller to make it all possible.



Saturday night was kept interesting as it was the night of the Floyd Mayweather, Jr. vs. Manny Pacquiao fight in Las Vegas. Apparently a large group ended up watching the fight at the Budweiser Balcony and we had some extra traffic and noise as the fight ended and people headed home, not all in a sober condition by the sounds.

Sunday was a later start as we did not have a drivers meeting or early tech inspections so we could sleep in until the other drivers arrived and then have breakfast. Bill was still having some concerns with his 968 as it was still making a noise when he went out in the first Red session. With more head scratching trouble shooting it was decided it was not the bearing or CV joint and was OK to drive.

Since our plan to use up some older tires did not work out on Saturday, we decided to put on the Hoosier R7 tires and work on getting the pressures adjusted in anticipation of timed runs. Steve was out first in red and after the yellow flag laps was picking up the pace and was down to 1:34.17. The cool air was helpful to other drivers also as Bob Mueller's CC12 911 led at 1:26.30, followed by Erik Kinner in a CC16 911 at 1:27.22 and the Jad Duncan's CC12 996 at 1:30.18 and Jeff Schmidt's CC13 964 at 1:30.71.

My Orange session went well and I was able to improve to 1:37.63 and actually led the session on the stickier tires. Mike Rozenblatt was next at 1:38.29 in his CC14 Turbo and then Joe Wiederholt's Boxster Spec at 1:38.60. There were also a couple of fast SS06 cars with Vassili Kotlov at 1:38.82 and Shawn Flanagan at 1:39.61.

Steve's next session was even faster as he dropped to 1:33.30 and Bob Mueller led again at 1:26.36.

This session he was followed by Roland Schmidt's CC13 911 at 1:28.97 and then Erik Kinner at 1:30.11 and Jack Miller's X Lotus at 1:31.45.

My next session was about the same at 1:37.87, but the rest of the pack had picked up the pace as Joseph Jafry's CC10 led the session at 1:35.88. He was followed by Mike Rozenblatt, Vassili Kotlov and then Joe Wiederholt.



The next Red session had Bob Mueller on top again at 1:25.16 with Erik Kinner at 1:26.10 as the only drivers under 1:30 and followed by Jack Miller, Rick Levenson (CC14) and Don Middleton's CC10 911. Steve had slowed slightly to 1:34.54 just in front of Dave Gardner's CC14 993 at 1:34.93. Bill Ibbetson was finally able to get some laps in and had a 1:38.02.



My next session before lunch went well as I continued to turn steady times with a best of 1:37.99. Russell Shon had also improved to lead the session at 1:35.11 in his X Lotus. Tami Ibbetson also was finally able to run some laps in the CC08 968 and improved to 1:41.17.

During the lunch break was also the drivers meeting to review timing procedures for the end of the day. Jacob had been doing a great job and the text messaging and website results for each session

continued smoothly. Although there was a final practice session after lunch, I skipped mine and Steve just went out enough to warm the tires as we prepared for timed runs.

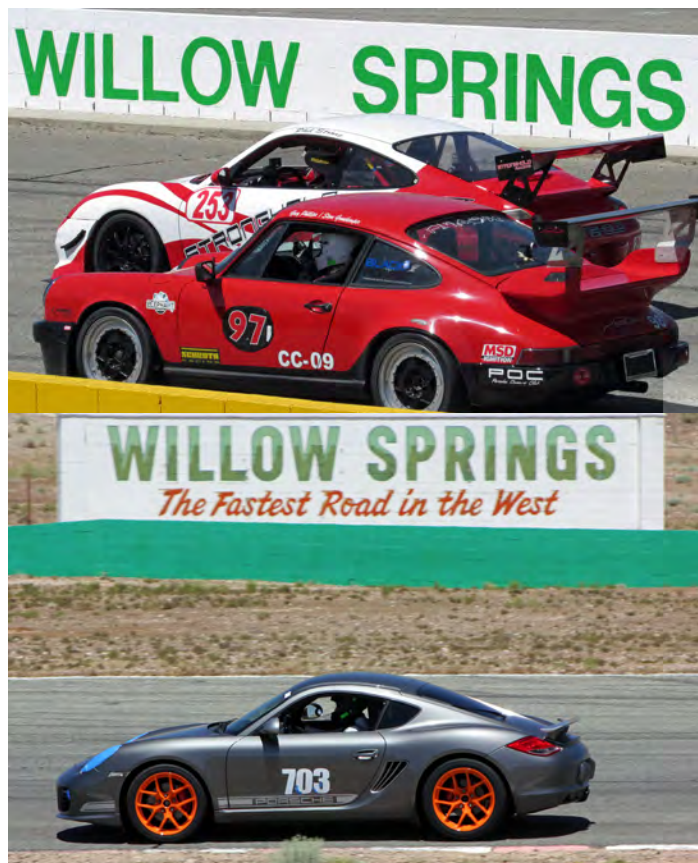


After the last practice session the fastest drivers were lined up for their timed runs and it would take a fast lap. Most of the fast laps had been with Bob Mueller and Erik Kinninger and for once Jad Duncan was a dark horse for TTOD. Bob turned a very fast time in his CC12 1985 3.2l Carrera at 1:25.69, but Erik saved his best for last and had his fastest lap of the weekend at 1:25.28 in the CC16 911. Jad ended up in 3rd with a 1:29.13 in his CC12 996 and Jack Miller took 4th place at 1:30.57. Rounding out the top ten were Rick Levenson's CC14 GT3 at 1:31.79, and then a tight group of CC11 cars with Frank Powell's 911 at 1:31.80, followed by Dan Curusillo's 911 and Ethan Dahlkamp's Boxster at 1:33.19. In 9th place was Roland Schmidt's CC13 911 at 1:33.58 and Don Middleton's CC10 911 at 1:33.65.



In CC06 it was Mark Curran at 1:42.16 over Bill Ripka and Cathy Young. In CC07 Jasmine tripod had a very fast lap of 1:37.94 to beat Glenn Orton and Aspasia Zouras. In CC08 the Ibbetson's rebounded from their mechanical issues and Bill turned a 1:34.35 for 12th overall and tops in CC08 and followed by Tami, Felix Zuniga and Kim Lefebvre. In CC09 Steve lost a little time but was still on top at 1:34.73 just behind Bill. I had consistent laps but my best was 1:38.53 ahead of Mike Clark's Cayman S and Chris Riordan's 996. And in SS06 Jonathon Arena's Cayman GTS turned a 1:38.33 on street tires to nip Shawn Flanagan's Cayman R at 1:39.48. For full results including lap details you can check the website.

As we loaded up the trailers and started heading back home to San Diego, we were saddened to note that this was the last big track event before the summer hiatus. We were looking forward to October for the DE/TT Chuckwalla Valley Raceway and then the final event at Buttonwillow Raceway Park including a PCA Club Race in November.





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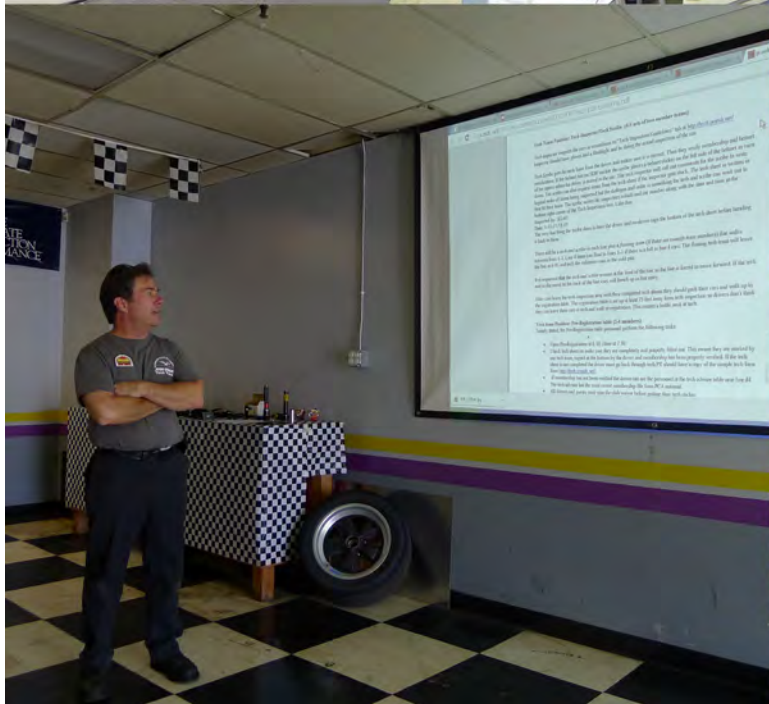
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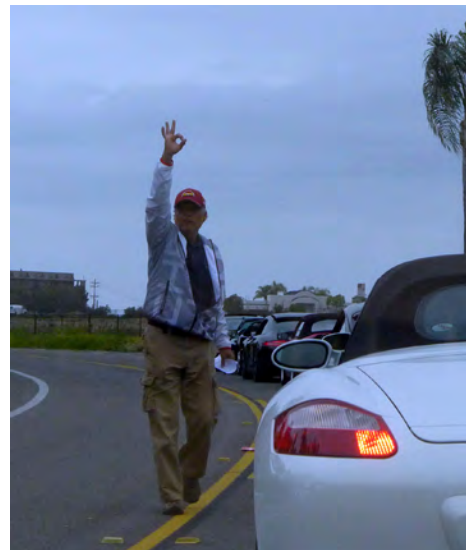
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