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The official publication of the San Diego Region Porsche Club of America
February 2016

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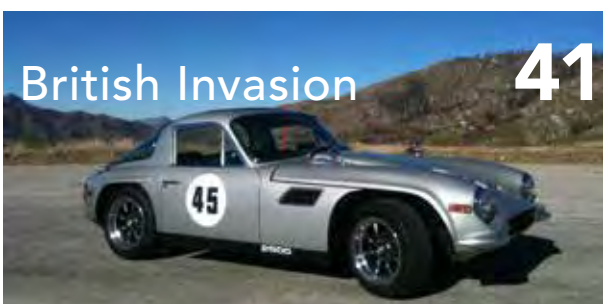


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Porsche 919 at Rennsport Reunion
Photo by Greg Phillips

WINDBLOWN WITNESS

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



Up Front- Where the Engine Belongs

I hate deadlines, and I am not alone. Pete Stout, the new editor of Panorama also hates them. At this month's newsletter editor's seminar, he was kind enough to share his thoughts from many years of producing magazines and meeting deadlines. In a far ranging meeting over 4+ hours we had discussions about regions and how they communicate with their members. He felt that newsletters were an important medium, along with social media and websites for communication.

He felt that design was an important dimension and is why he has spent so much time updating and improving the Panorama since becoming editor. He also felt that the newsletters need to be local and concentrate on members and local events and not try to be another Panorama or Christophorus. He felt that the regions needed to decide how much they could afford to spend on a newsletter that had value and then adjust the frequency to match the budget. The frequency could be an annual year book, quarterly, bimonthly or a monthly publication. The newsletter can't beat social media and website for rapid results and calendar updates and should concentrate on what they do best. The thought of going to bimonthly and halving my deadlines did have appeal. The seminar was just part of a

busy Zone 8 day in Woodland Hills that included a Concours, zone meetings and finally the Zone 8 awards banquet. Pat and I drove up early on Saturday in my newly repainted 928 and I must admit it did not look out of place parked near the Concours cars. Look for a Concours report in next month's issue. After the seminar we changed and headed to the reception and then the banquet. It was a fun event and also included an interview with Pete Stout by Mark Shevitz. This was Tom Brown's swan song as Zone 8 rep and he will be replaced by David Witteried from California Inland region.

Last weekend was the opening event for our 2016 TT season at Chuckwalla Valley Raceway and we had great weather and a great turnout over 100 drivers. That makes 3 events in a row that was sold out and has caused some consternation and debate about whether Porsche drivers should have priority over X car drivers or whether priority should go to the drivers who sign up on time and early or have signed up for a season pass (a great deal that included a discount and a cool backpack). There has already been a change for this year's Autocross and X cars. While everyone still needs to be a member to autocross, now students will be restricted to driving Porsches. Only members who already are cleared to

drive solo will be able to drive non-Porsches. This was passed at the January meeting and is another reminder why it is important to attend and make your voices and views heard.

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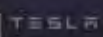


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*Dan Carusillo,
SDR President*

HAMMER DOWN

What makes a great Organization? The people do. Whether it's a school (San Diego Performance Driving School this March), a business (PCNA and Porsche AG) or Athletic team (no not the Chargers... PCA Club Racing), excellence depends on the people who spend time making it work. Making it successful and fun. Fun and people, that's what a Club is all about!

Mark Curran is one of those good people. He is our Autocross Chair and guru of all things Qual-comm. I had a chance to sit down with Mark and get to know a little more about him, where he's from and where he is going.

DC: Hi Mark, always great to see you. Are you originally from San Diego?

MC: I was born in Lake Geneva, Wisconsin. My Parents brought my sister and I to San Diego when I was 3 and she was 2 years of age for what was supposed to be a one year stay while my Father got his Master's Degree at SDSU.

They fell in love with San Diego and despite the pull from family back in the Midwest, they decided to stay and raise their family here. Thank Goodness. I grew up here and this will always be my home.

DC: How do you support your Porsche habit?

MC: I have had my own business in the swimming pool industry now for 31 years. I provide pool, spa, and water feature maintenance, equipment repair and installation and more. I love what I do and care about the pool industry beyond just running my own business. I have served on the Independent Pool Spa Service Association Board of Directors here in San Diego for 8 years, 4 as President and continue to promote the professionalism of what I do along with making the general public aware of Child Safety and Drowning Prevention.

DC: What started your Porsche journey and why did you join the Club?

MC: In early 2010 I attended the Porsche Sport Driving School in Birmingham Alabama. I had always wanted to attend a driving school and had never driven a Porsche before. I was considering buying one and thought that the school would be a great way to make a decision whether or not I wanted to make the purchase. I was so impressed with every aspect of the school, the instructors, and most of all the cars. A whole new world opened up before me. I got a glimpse of the capabilities of these magnificent automobiles and what it takes to drive them like they were designed to be driven. Having been involved heavily in athletics my whole life I felt I had some natural ability that translated to race car driving but quickly realized that I had a long way to go to become an accomplished driver. I joined the Club to develop my understanding of my car's capabilities and improve my capabilities as a driver.



DC: Mark, I've followed your ascent not only through the driving ranks but within the Club as well. What was your first Volunteer position with the Club? Why did you decide to help?

MC: Developing my driving skills was my main priority for joining the Club but I wanted to be involved beyond just showing up and driving. So I approached the Corner Working Chairman and said that I would like to be considered for the position if it were to become available.

MC: It was a great experience and a successful year. Since every driver has to check in with me at some point during the AX it gave me the opportunity get to know everyone and put names with faces. I recommend the position for anyone wanting to help the Club and get to know the

regular participants. I met so many people and got to know how the Club works.

DC: Well now you are our Auto-cross Chair! How did that evolve?



MC: When I was asked to consider being the Autocross Chairman I did not think I was qualified and said so. The only way I was going to take on such an important responsibility was to surround myself with many talented people and create a Team of individuals to achieve the goals I had in mind. I now have an Autocross Team consisting of forty plus members each of whom is far smarter than I am and they have made the 2015 AX season the best ever!

DC: What would you say to other Members who may be interested in helping but aren't sure how?

MC: Anyone interested in helping the Club with any of the many Committees, should contact Sara Gengler at Volunteer.PCASDR@gmx.com

DC: What Porsche/s do you own?

MC: I own a 2011 Porsche 911 Carrera 4S Atlas Gray Metallic (my dream car that started me down the slippery slope) I'm in deep Dan, deep.

DC: I'm with you brother. Somebody help us....

MC: A 2012 Cayman R Carrara White (this was the car that I was planning on using for the track) I decided not to do so and instead develop my skills as a driver the old fashioned way with an older 911 with zero nannies.

DC: Yes, nannies are for children. Hi kids!☺

MC: So the track car is a 1978 911 SC built by

Mark Kinnering and maintained expertly by Mark and Steve Grosekemper both of whom I can't thank enough. I would thank John Rickard at Black Forest as well but I never get a chance to see him because every time I drop the car off at his shop he books another vacation to Hawaii. Coincidence? I think not.

DC: Aloha John! Boy that Kinnering builds a sweet engine. Grosekemper as well. All great guys.

DC: Mark, what's your favorite part of the Club?

MC: My favorite part of the Club..... the people, the Members, the relationships, the instruction, the helpfulness, the camaraderie, the laughter, the inspiration.....

DC: Besides racing Porsches, what are your hobbies?

MC: My main hobby is cycling. It has become a daily part of my life for two decades now. I used to ride for a racing team and may do so again in the future.

DC: If you could have any job with Porsche what would it be?

MC: If I could have any job with Porsche? A sponsored driver. Or CEO.

DC: Ha-ha, factory driver would be awesome! Wouldn't that upset Mark Rondeau?!?

DC: Anyway, if you could have any Porsche what would it be?

MC: If I could have any Porsche I would want one of each model. But if I had to narrow it down to one, a 2011 Carrera 4S Atlas Gray Metallic, scratches and all.

DC: How do you say "I love Porsche" in Austrian?

MC: Yo el amor Porsche (I speak Spanish when I'm in Austria) the margaritas arrive quicker.

DC: Yo tambien! Mark I appreciate your time, on and off the track. And the Club thanks you for striving to make this "the best Autocross season ever!" I know last year was.

Hammer Down,
Dan Carusillo



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January Board Meeting

2016 Board - Call to Order

Board members: Dan Carusillo (President), Karen Garcia Raines (Vice-President), Bruce Wing (Treasurer), Rick Richardson (Secretary), Javier Varon, Matt Schiller, Sara Gengler, Keith Verlaque

Secretary: Rick reported that on December 16, 2015, a motion for up to \$617.22 to purchase large and small cones using 2015 funds was approved via unanimous email vote. A motion was made to approve the December minutes. M/S/P.

Treasurer's Report: Bruce submitted the monthly treasurer's report. M/S/P. Motion to approve the 2016 PCA SDR budget. M/S/P.

Old Business:

Policy/Procedures: Keith Verlaque provided an update on the voting of the bylaws changes. Ballots so far were all in favor of the changes. Voting closes on January 20th. Tom Brown provided an overview of four standing rule change proposals. Discussion ensued regarding the proposals.

Proposal 1. Motion: Prior to the first competitive event of the year, the event chair shall announce how many events will be thrown out of the year's series. Event rules shall be posted in all relevant event communications. M/S/P.

Proposal 2: Tom Brown and Martha McGowan discussed a

proposal that only students registered in and driving a Porsche are eligible to participate in AX. Discussion ensued regarding pros and cons of the proposal. Motion: AX students can only drive Porsches. M/S/P.

Proposal 3: Tom Brown discussed a proposal that X car class drivers are not eligible for competitive trophies or awards. Zone 8 rules state that X class is an exhibition only class. Motion: X class is an exhibition only class. No award points or competitive trophies are awarded in this class. Season standings will not be published for X class. M/S/P.

Proposal 4: Motion: Change AX late cancellation fee to \$20 and late registration fee on the day of the event is \$30. M/S/P.

Dan Carusillo recognized Tom Brown's achievements promoting events including club racing and informed the board that Tom Brown was nominated for PCA Executive Council.

Social: Dan Carusillo provided an update on behalf of the chair: Winter Formal has over 130 attendees registered to date. Upcoming event: Cupid's pairing for Valentine's Day.

Volunteer: Dan Carusillo thanked Sara. Sara provided an update requesting task statements from chairs that have not yet provided them. Four members have been identified for the Rally Committee. Sara

provided an update on Concours Committee, Tech Session, and Legal Committee.

CDIQ: Keith provided an update on PDS Witness ad and updates to the MotorsportsReg chart for the PDS. Future plans to update drivers handbook and submit budget to board.

Tours: Keith discussed tour plan for 2016, 2 local tours in the first half of the year. Considering tour to Morro Bay in the second half of the year.

Tech session: Jim Binford introduced new Tech Session chairs Jim Mullady and Ulrick Matsunaga. Jim Mullady proposed a tech session at Makellos 2/17/16 from 6:00pm to 8:00pm. Following tech session, board will assess hosting a future board meeting at Makellos.

AX Report: Mark Curran provided the 2016 Autocross dates scheduled so far and is in discussion with Zone 8 about which to designate Zone 8 points events. Mark will provide a future recommendation to the board regarding which dates should be Zone 8. AX 12/19/15 reconciliation was provided, net income of \$836.09. Mark discussed trend of loose lug nuts and possible tech inspection update. Motion: Budget request for \$431 to purchase additional sizes of AX Team T-shirts. M/S/P.

Charity: Lori Chesley nominated Carmen Richardson for Charity

Committee. First Monarch dinner in late June, second around October. Discussion ensued about annual budget for Monarch Dinner. Dan reiterated that chairs should submit budget requests based on what is needed, and not be limited by what is in the club budget. Martha McGowen discussed application for national charity subsidy. Martha will submit a Monarch Dinner budget at future meeting.

Witness Editor: Keith Verlaque discussed writing articles from Panorama. Ideas included article of interest to other regions.

Vice President: Karen Garcia Raines provided an E-voting update. Legal team confirms the club can do e-voting by membership.

Membership: Primary Members: 1591, Affiliate Members: 1017, Total Members: 2608

Insurance: Up to date per Cathy Young.

Military: Rick reported all quiet on the Western Front.

President: Dan Carusillo encouraged chairs to submit updates to the Board President prior to the board meeting early and stated that chairs who submitted their board updates first, go earlier in the board meeting agenda. Bev requested PCASDR host a Zone 8 Concours judging school on 3/12/16. Dan stated to table this pending further discussion with Bev and an event budget.

Webmaster: Martha discussed if there are web issues or calendar send email to webmaster@pcasdr.org which goes to Greg, Martha, and Tom.

New business: Jim Binford discussed need to identify which events need funding support from the two dealers. Jim noted tours and tech sessions, concours, and rallies were sponsored in the past. Jim will provide a more detailed list to Javier Varon. Keith Verlaque requested 3/20/16 and 6/5/16 for tours. M/S/P. Tom Brown discussed membership directory book. Rick suggested adding the PCA SDR club purpose in a prominent location. Dan Carusillo requested Tom Brown consider adding membership numbers to the membership directory. Motion not to exceed \$300 to purchase 25, 2016 Membership Books. M/S/P. Motion to approve new 2016 badges not to exceed \$350. M/S/P. Discussion ensued regarding transponders and rentals. Tabled pending further investigation. Dan Carusillo discussed new ability to send push-text notifications to club members and how to utilize this resource to notify members. An idea is to designate a board member as a gatekeeper for this function. Dan Carusillo requested board members think about and discuss how to utilize this tool including pros and cons. Keith Verlaque provided an update on the upcoming La Jolla Concours. Motion to ask Bev to send out a message to members to assess which members would be interested in participating

in the La Jolla Concours. M/S/P. Motion to approve the Porsche Swap Meet on 2/21/16. M/S/P.

Announcements: *THANK YOU to Martha & Keith for hosting.*

Adjournment: 9:18pm

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Zone 8/PCA SDR Concours Judges School

Saturday, March 12, 2016

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This course will qualify you to judge in a PCA Zone 8 Concours. Learn from experienced PCA Judges, review rule changes, learn new tips and more.

Already a Zone 8 Judge? This class qualifies for your bi-annual continuing education credits. Afternoon break out session for existing judges.

Date: March 12, 2016

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

Cost: \$20 (includes lunch & beverages)

Where: TCsGarage Parts & Accessories (new address & phone)

1578 Osage Street, Suite A, San Marcos, CA 92078 • (760)891-8151

Registration: <http://msreg.com/JS312>

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

Registration closes March 10, 2016

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THUNDERHILL RACEWAY

APRIL 8-10
AUTO CLUB SPEEDWAY

APRIL 30-MAY 1
WILLOW SPRINGS RACEWAY

MAY 14-15
BUTTONWILLOW RACEWAY

JULY 22-24
MAZDA LAGUNA SECA RACEWAY

SEPTEMBER 3-4
THUNDERHILL RACEWAY

SEPTEMBER 10-11
HIGH PLAINS RACEWAY

SEPTEMBER 16-18
UTAH MOTORSPORTS CAMPUS

NOVEMBER 12-13
BUTTONWILLOW RACEWAY

THE WCS WILL FOLLOW THE NATIONAL CHAMPIONSHIP SERIES RULES with the exception that events will be determined by the dates of the best 3 championship races from the 1 West Coast Event. Each West Coast Event will have 2 championship races. The top 3 positions will be broken by the highest total in the 1st race, then the 2nd race etc...
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February 2016- April 2016

Feb 3 Wednesday Board & Member Mtg

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

Place: Richardson home, 1037 Hawthorne Creek Dr, Chula Vista, CA 91914 (619) 855-9200

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

Feb 6 Saturday Autocross - West Lot

Time: Tech Starts at 6:30AM.

Place: Qualcomm Stadium

Details: Join your fellow autocrossers at Qualcomm Stadium in the West Lot for the first AX of 2016. Registration is at www.motorsportsreg.com

Feb 13 Saturday Krispy Kreme & Cars

Time: Starts at 8:30AM.

Place: 4180 Clairmont Mesa Blvd. San Diego 92117

Details: Join your Porsche friends for Krispy Kreme & Cars at Clairmont Mesa in the Clairmont Mesa Town Square Shopping Center on the 2nd Saturday of the month. Feb 13 Saturday

Feb 14 Sunday Cupid's Pairing (bubbles, chocolate & cheese)

Time: Starts at 4:30PM.

Place: Dallmann Fine Chocolate, 789

W. Harbor Dr, Suite 122 in Seaport Village

Details: Join your Porsche friends for this fantastic event. It includes an educational experience with chocolatier, Dallmann Confections, champagne tasting, chocolate tasting, cheese tasting, an educational experience with Sommelier Jayson Knack

Feb 17 Wednesday Tech Session – Makellos Classics

Time: Starts at 6:00PM - 8:00PM.

Place: Makellos Classics, 225 Market Place, Escondido, 92029

Details: Join us for a tech session at Makellos Classics. This shop specializes in service, sales and restoration of Porsches. Long time Master Porsche Technician, Tom Muehl, will be there to show you the facilities and answer questions you may have regarding service of your Porsche. You will have the opportunity to view There will be a raffle for all members present as well as refreshments

Feb 21 Sunday All Porsche Swap Meet and Autos International Open House

Time: Starts at 8AM – 1PM, vendor set-up starts at 6AM.

Place: Chambers Motorsports, 1305 Simpson Way, Escondido, CA 92029

Details: Vendors: \$25 pre-registration / \$30 day of event. Register by Feb 18, 2016. For information contact: John Chambers at 760-214-1825, john.chambers@att.net or Chuck Sharp at 858-521-0883, clsharp1000@yahoo.com.

Feb 23 Tuesday Last Tuesday Social – Bagby Beer Company (Oceanside)

Time: Starts at 6:30PM.

Place: Bagby Beer Company
601 South Coast Highway
Oceanside, CA 92054

Details: Meet up with your Porsche club social friends at Bagby Beer Company in Oceanside. Cocktails at 6:30, dinner at 7pm

Mar 2 Wednesday Board & Member Meeting

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

Place: Tanaka/Fenstermaker home.
337 Skyline Drive, Vista, CA 92084,
760-603-1150

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

Mar 5 & 6 Weekend LA Porsche Lit Meet and All Porsche Swap Meet

2016 marks the 33rd year for the amazing annual Porsche and Vintage VW Literature, Toy/Model, & Memorabilia Swap Meet at the Los Angeles Airport Hilton Hotel.

Sunday Swap meet will be held March 6th at the Phoenix Club in Anaheim.

Go to <http://www.lalitandtoyshow.com/> for more information.

Mar11-12 Weekend Performance Driving School (PDS)

Time: Friday evening, Sat & Sun.

Place: Qualcomm Stadium

Details: This three-day school (Friday evening, Saturday and Sunday all day) is intended to teach PCA members Performance Driving techniques and is not driver training to teach attendees to drive. Entry requirements to this school include that you must be a PCA member and already be fully able to drive. This school teaches Performance Driving techniques in a safe environment. To register go to <http://www.motorsportreg.com>

Mar12 Saturday Concours Judges School

Time: Starts at 9:00AM -3:00PM

Place: TCsGarage, 1578 Osage St, #A, San Marcos, CA 760-891-8151

Details: This extensive course will take through how to judge in a PCA Zone 8 Concours. Learn from experienced PCA Judges.

This class qualifies for your continuing education credit needed every 2 years.
Registration: <http://msreg.com/JS312> or e-mail Bev Gould at bevgould@me.com

Mar12 Saturday Krispy Kreme & Cars

Time: Starts at 8:30AM.

Place: 4180 Clairmont Mesa Blvd. San Diego 92117

Details: Join your Porsche friends for Krispy Kreme & Cars at Clairmont Mesa in the Clairmont Mesa Town Square Shopping Center on the 2nd Saturday of the month. Use the parking area next to the Outback Steakhouse which is behind Krispy Kreme.

Mar 26 Saturday Autocross - West Lot

Time: Tech Starts at 6:30AM.

Place: Qualcomm Stadium

Details: Join your fellow autocrossers at Qualcomm Stadium in the West Lot for the second AX of 2016. Registration is at www.motorsportsreg.com

Mar 29 Tuesday LTS - The Cork and Craft (Rancho Bernardo)

Time: Tech Starts at 6:30PM.

Place: Cork and Craft, 16990 Via Tazon, San Diego, CA 92127

Details: Meet up with your Porsche club social friends at Bagby Beer Company in Oceanside. Cocktails at 6:30, dinner at 7pm

Mar 28 - Apr 3 Porsches and Parks Great Tour

Time: Event is currently Sold out. Look for some more great tours and events throughout the year

Apr 8-10 Weekend California Festival of Speed

Time: Events start at different times - check the calendar at zone8.org

This weekend event has become quite the tradition and has gained recognition at the National level. Events that will be held are Concours, Time Trail, Club Race and more is being added to the roster.

Apr 9 Saturday Krispy Kreme & Cars

Time: Starts at 8:30AM.

Place: 4180 Clairmont Mesa Blvd. San Diego 92117

Details: Join your Porsche friends for Krispy Kreme & Cars at Clairmont Mesa in the Clairmont Mesa Town Square Shopping Center on the 2nd Saturday of the month. Use the parking area next to the Outback Steakhouse which is behind Krispy Kreme.

Apr 23 Saturday Autocross - West Lot

Time: Tech Starts at 6:30AM.

Place: Qualcomm Stadium

Details: Join your fellow autocrossers at Qualcomm Stadium in the West Lot for the second AX of 2016. Registration is at www.motorsportsreg.com

Apr 26 Tuesday LTS - Beachside Bar and Grill (Encinitas)

Time: Tech Starts at 6:30PM.

Place: Beachside Bar and Grill, 806 S Coast Hwy 101, Encinitas, 92024

Details: Meet up with your Porsche club social friends at Bagby Beer Company in Oceanside. Cocktails at 6:30, dinner at 7pm

Apr 30 - May 1 Time Trial - Willow Springs

Registration: Registration opens March 20 at 9:00 am at <http://pcasdr.motorsportreg.com>.

Place: Willow Springs Raceway

Details: We return to Willow Springs International Raceway for a Time Trial and Club Race!





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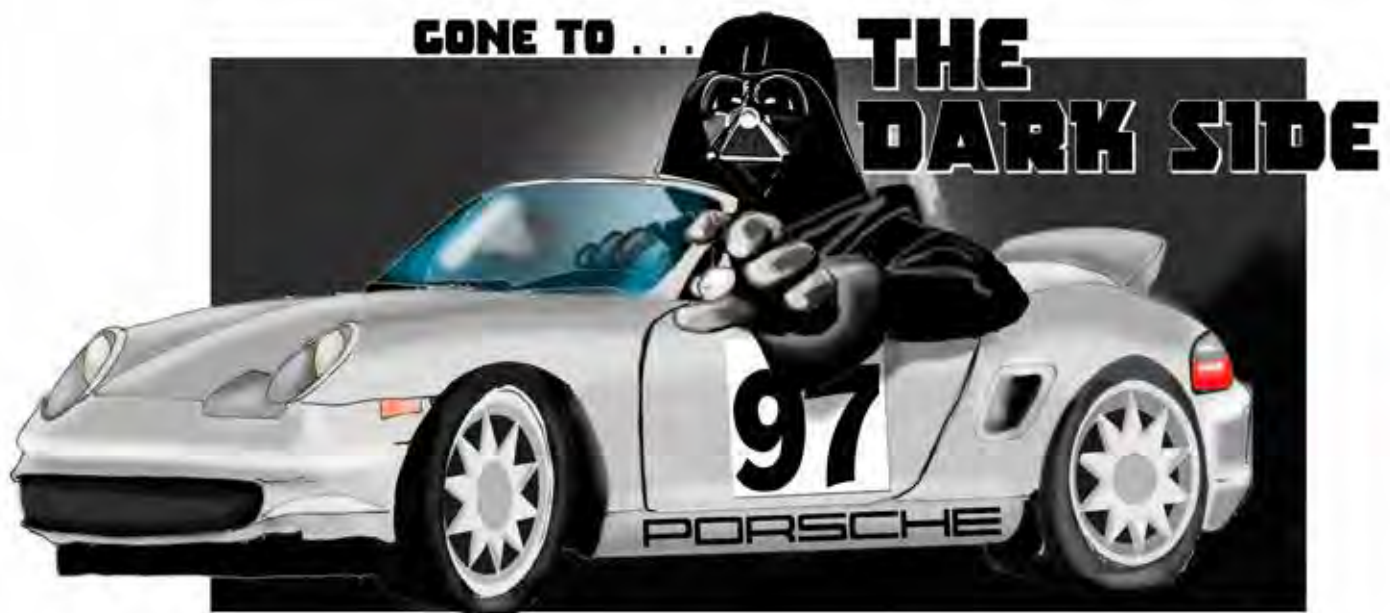
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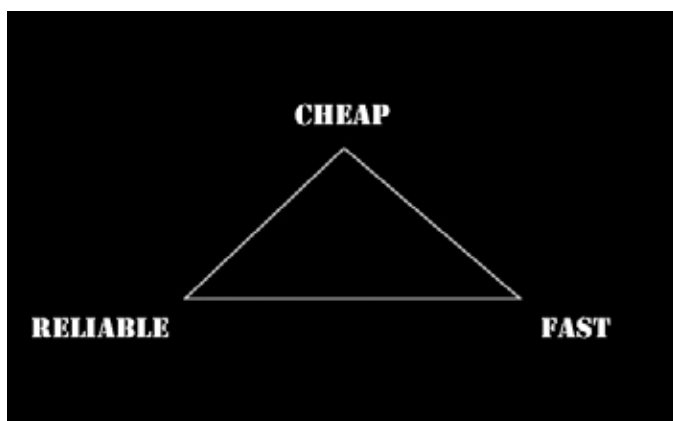


By Steve Grosekemper

Illustration by Gary Burch

Track driving a Porsche is a game of balance. It has long been said of a racecar—you can have it be cheap/fast/reliable; pick any two.

Now these terms are all relative as to what you define them to be. On one end of the spectrum, we could all agree that a 300hp 944 on nitrous is going to be cheap and fast. And a new 991 GT3RS is going to be reliable and very, very, fast. But the middle ground is where the real fun lies.



I have been running PCA track events since the late 80's and have danced with the cheap/fast/reliable triangle many times.

Cheap has usually been the anchor man on my team, with fast and reliable playing the tag-team role. I have run 911's, 914's, 928's and 944's over the years, with a

particular bias towards 911's. However the drop in the resale value of Boxsters over the past few years has made me look at these cars much harder.

But why a Boxster? Well there is no denying their perfect mid-engine balance, great brakes and artistically simple suspension. But what makes it a perfect choice are the numbers. High production numbers mean lower price, especially when the cars get older. The lower resale value also means when these cars are wrecked or have catastrophic failures they are junked. (I mean recycled...) That means lots of reasonably priced parts for us racers! (Wheels, brakes, suspension, body parts...) I have been making many visits to AutoBahn Dismantling over the past few weeks and they are a great local resource for 986/996 in SDR. *Hint: Showing up with box of fresh hot doughnuts on an early Saturday morning does not hurt.*

Boxster vs. Boxster-S:

The real deal in this equation is clearly the standard Boxster 2.5 or 2.7, just for the pure numbers. They made so many of these cars and there is such good part interchangeability between the model years. That means parts are easier to get, and this is the car more people are racing, so there will be more information and products about modifying these cars. Also if you want to get into a spec racing series, there is Boxster spec (fully prepared racer) and BSX (tweaked street car racing) for the

2.5 liter cars. I am hoping this series will be opened up to 2.7 liter cars with restrictions sometime in the future. So why would you buy and prepare a Boxster-S instead of a base car? They made a lot less Boxster-S cars and specific "S" parts are harder to find, for sure. But see that triangle up there? I am a big fan of the reliable and fast parts and think if you can get them for just a little less cheap it's a good trade off; so I did. An "S" already has a front center radiator, which you will want when doing serious track work in warm weather, and the engine has a larger oil cooler. It has a 6-speed gearbox that is stronger than the standard 5-speed, and it has larger brakes from a 996. This means upgraded rotors and real racing brake pads will be available. Oh, and there is always that 3.2L, 250 HP engine; that's nice to have as well. Did I mention I am a big fan of the fast part?

So a little history...the seed originally got planted back around 2001-2002 when I was running a highly modified 914-6 and a good friend of mine, Ethan Dahlkamp, decided it was time to build a Boxster racecar. His street driven '98 Boxster was very nice and getting too beat up at the track, so he decided to



build a full track Boxster. These cars were still very new and expensive, so he found a much cheaper option; a totaled Boxster with front end damage. It turned out to be more damaged than originally thought and ended up getting a new front clip. What's better than a Boxster racecar? Well two Boxsters in one of course! This was the creation known as "FrankenBoxster"! During sorting and shakedown of this car, I got to do some hot laps and was super impressed by this platform. It was just like my 914-6 except with manners. I never forgot those "test drives."



Fast forward to about 2012-13 when I was working on some rules proposals. I was digging deep into the rules

and figured out a 97-99 Boxster, properly modified, would be the perfect track car to obliterate class and BRI records on a real budget. And what seemed like only days later, who rolls up to the stadium autocross but my good friend Adam Gill with "Cupcake," his specially modified '98 Boxster. He apparently had the same idea I had, but was far more proactive in making this theory a reality. I have had the pleasure of giving Adam some technical assistance as well as learning from his adventure. You see, whenever there was a simple answer to a problem, Adam found a solution that was usually cheaper and better, albeit more time consuming. Adam really made me revisit the whole Boxster track car idea.

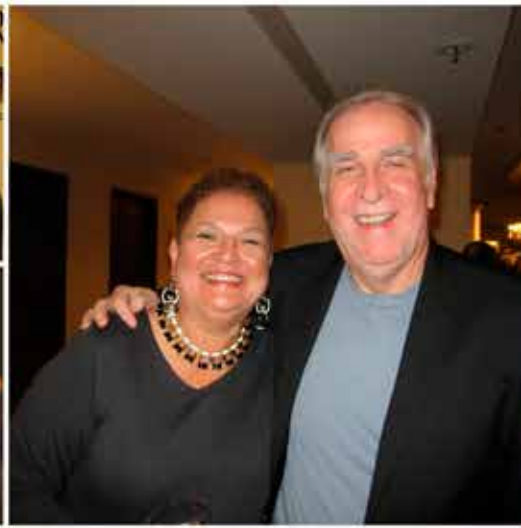


So I started keeping my eye out for a Boxster track donor car. And patience is its own reward, as I heard from my old friend Mike Dougherty. Mike and I have been on the SDR Forum team for over a decade and have gone to many driving events together. Mike bought a new 2002 Boxster-S and proceeded to modify the car for club racing events, while maintaining its street legal status. He had recently moved to Germany and his car stayed here. After a few years he was ready to bring it back home to Germany, but with all the hoops of getting a highly modified car imported into Germany, and the extensive repair list the car had, it just didn't make sense. Mike's Boxster racing story could fill volumes, but that story will have to wait. Mike and I came to an arrangement and my Boxster race car project was born.

Now when you start a project like this, the first thing you do is tell your friends right? Well interestingly enough the very first comment I got from the majority of my friends was **"You've gone to the dark side."** Some even did their best Darth Vader breathy voice impression! I guess that is to be expected when you are a dyed-in-the-wool air-cooled 911 guy.

I am now deep into tearing this car apart and reconstructing it in my own personal vision. Stay tuned to hear about my adventures, ranging from smog hassles to oil leaks to racing seats and safety gear. Once track-ready, we will discuss track additions like gauges, data acquisition, and keeping all the car's fluids cool and happy. Until then, I will see you at the track.





Winter



Formal



In with the new



Dancing the night away



Not Just another Motorcycle Rider

Andy Shriver is a friend of mine from the San Diego region. Andy, and his lovely wife, Yate, live in Coronado and were regulars at autocrosses and other San Diego region events.

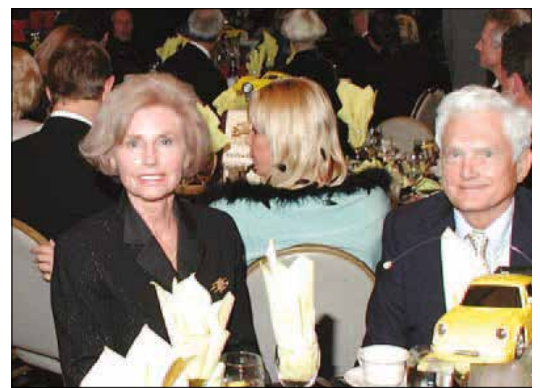
Andy is a pretty darn good painter (see his 912 painting) and more than an avid motorcyclist. He and I took several day rides in San Diego County in the 1990s, during which he told me of the several Four Corner Rallies he had participated in. As part of the Iron Butt Association, the Four Corner Rally starts in either San Diego or Jacksonville, Florida. You have to complete the 11,000 trip in 26 days or less. Andy had done this several times. Then there is the "48 states in 10 days" rally.

Recently Andy was honored by a bunch of his Southern California bike buddies on a ride through Julian. They took this photo celebrating Andy's 91st birthday.

You just have to admire folks like Andy and Yate. Not only are they just the nicest people you would ever meet, but they are enjoying life and are an inspiration to people like me.

Thank you both.

Skip Carter



Laguna Seca with Diablo Region



by Greg Phillips

It was all Dave Hockett's fault. He was one of the Boxster Bros. but now with his 2009 Cayman he is the Cayman Kid. He posted on the SDR Forum an opportunity to drive Laguna Seca with the Diablo Region the Monday before Thanksgiving. I had run with GGR before but Diablo was a new group, but since I could instruct the price was too good to pass up.

I contacted the Diablo CDI and inquired if they still needed instructors and since they did, I was able to register and qualify for the instructor's rate. Since the event was not until Monday, I had the whole weekend to enjoy traveling to Monterey. And since it was Monterey, Pat also wanted to come along and we planned the trip.

Since Pat's sister recently moved to Hollister Ranch, and Solvang was nearby, that was our first stop at the Pea Soup Andersen's motel in Buellton for Friday and Saturday nights. We did hit traffic driving up on Friday afternoon/evening but it was nice clear weather in the 968. We met for dinner with her sister and niece and planned for visiting Solvang on Saturday.

Saturday was another clear warm day and we explored Solvang and did some shopping before driving back to Hollister Ranch. We first stopped to check out the beach and take some more photos. Then we went to the ranch that Pat's broth-

er-in-law is now working at to see their new accommodations and he was more impressed with the new aviary for his hawks. Later it was back to Pea Soup Andersen's for dinner before resting for the evening.

Sunday we were meeting up with Steve & Sharon Grosekemper who were in Solvang on their way to visit their daughter in San Francisco. After a nice breakfast it was time for more sight-seeing and visiting the Mission Santa Ines before we had to leave for Monterey.

Since we had the entire afternoon to get to Monterey, we took the scenic route and started on highway 1 from where it split from the 101 and headed north. This section of Hwy 1 was new to me and as we drove through Lompoc and past Vandenberg AFB we decided we should drive it more often. The traffic went from non-existent to mild until we met back up with the 101. It was busier and we decided to stay on Hwy 1 the rest of the way. It was a good decision with beautiful sights and clear weather and minimal traffic until we got past San Simeon and then had the usual traffic due to limited passing opportunities on Hwy 1.

We arrived in Seaside in plenty of time to get checked in before meeting at the event Hotel for registration. This went quickly and I picked up

vinyl letters to put on my car for the event. Pat and I had already made plans to eat at the Wharf but the rest of the drivers were surprised to be treated to a nice event dinner.

Monday morning was an early start to drive to the track and then get unloaded and ready for the day. Instructors were allowed to self tech with a final check of brake lights and helmets. My tire pressures were lower than I had thought but since I was pitted next to Dave I was able to use his compressor and add some more air and then it was off to the drivers meeting. Dave and I were not the only drivers from SoCal as Richard Parks had also brought his 911.

At the meeting we met the organizers and also the sponsors from Porsche of Livermore. Much of the grid and tech was handled by Hooked on Driving and went well through the day. The drivers meeting went quickly and I met my student who was a German driving a 991 Carrera S cabriolet. It was very attractive in dark grey with a red top and red leather interior!

Diablo Region was running 4 run groups for the first time at Laguna Seca so we would have a break between our driving and instructing. It was interesting that they had different passing rules between the different run groups. In the instructor/advanced (D) group we could pass on any of the straights, but we could not have students as passengers. In each of the lower groups they had fewer passing zones and passing was always on the left side.

The first session went smoothly as I followed a silver Cayman and Dave stayed behind me in his white Cayman. The first few laps were to relearn the track and then we started picking up the pace. Dave dropped back and I chased the silver Cayman and finally passed him near the end of the session and then was chasing a 997 who pointed me by after dropping a wheel. I was also passed by a WRX with a little extra turbo power.

With my student, I started driving his PDK for a couple of laps and then it was his turn to drive. He started slowly but then advanced quickly as he had good experience as he travels to Germany regularly and is on the autobahn. But the auto-

bahn is not as twisty as Laguna Seca and it took awhile for him to get comfortable with increased corner speeds.

My next session was fun and the weather was nicer as the sun came out and I went out behind a 914. He pointed me by as he warmed up his slicks and then started reeling me back in as they did warm up. I finally had to point him by and then tried to hang on to his tail for a couple of laps before we finally got the checkered. Interestingly, his number was 98 also. Dave was also picking up his pace as he learned the track in his Cayman.

The last session of the morning went well as I was able to find I was losing pace to the 914 under braking and worked on braking later into turn 2 and the Corkscrew at turn 8. The brakes worked well and it was nice to have ABS over the bump into the Corkscrew. The car was capable; I just needed to be more aggressive in my braking.

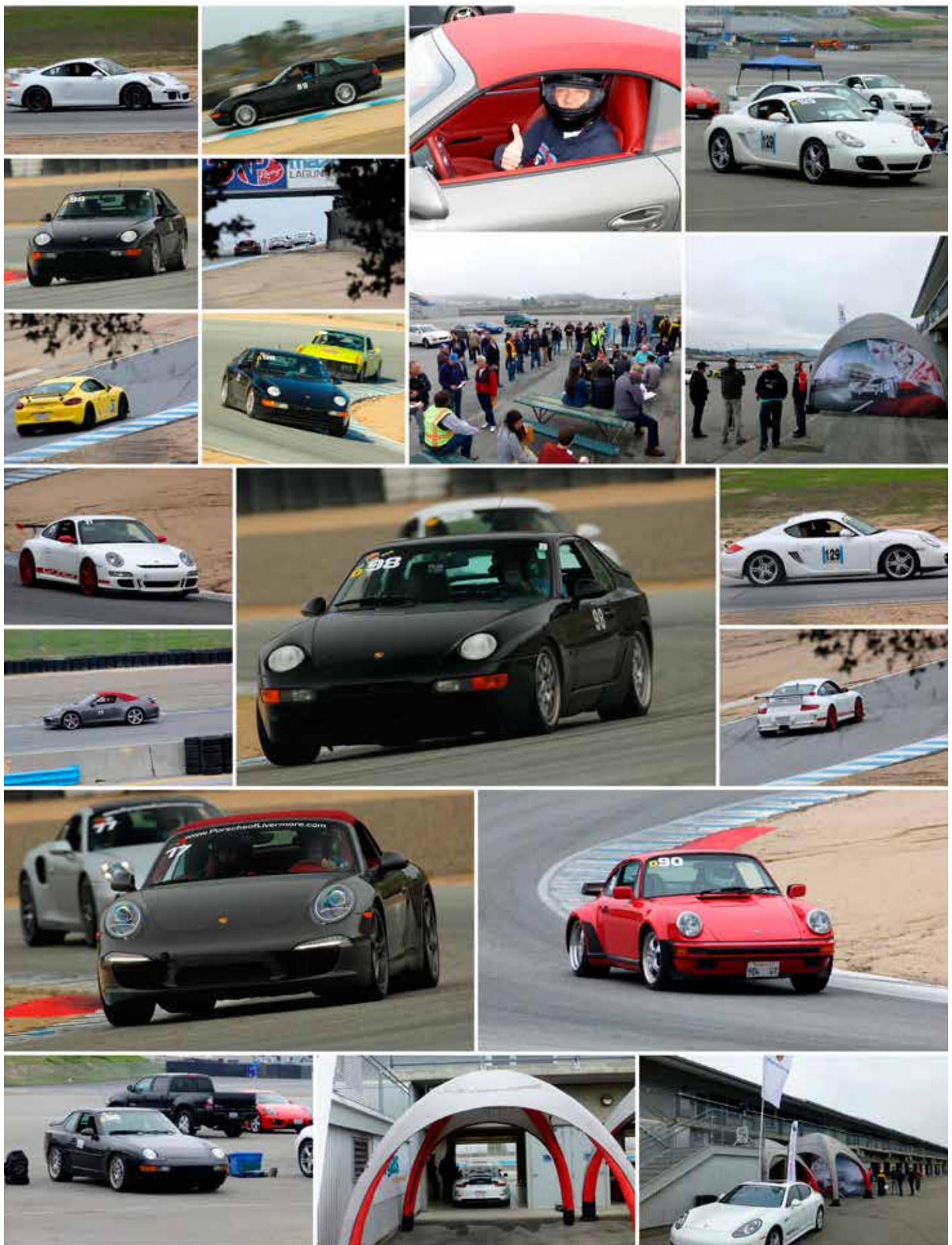
Lunch was at the track snack bar and was also provided by the region and I also used some of the time to shop in the souvenir stand and picked up some more Rennsport Reunion gear.

I switched run groups for the first session after lunch so that I could take my student out in my car and so now I was in the B group. He had a good time seeing how momentum could keep a lower HP car moving well on the track. The drivers in the B group were also very courteous and had good pointing skills. Overall a well run event.

By the last run session, it was overcast again and the sun was getting low but the temperature was still good and I worked on trying to improve my lap times with a smoother line and better braking. It was a fun event and I had good time right through the checkered flag.

We spent the night in Seaside although Dave drove back that night and by the next morning we had a little drizzle as we left. Pat was not happy to hear that the Nitto tires were not the best in the rain. But it was an uneventful drive and the rain stopped early. I will be looking for another opportunity to run with Diablo region again.





So ... what exactly is “Performance Driving” ... and why would I want to do it?



By Keith Verlaque

Hopefully, by now, you will have heard the term “Performance Driving” – even if only because PCA-SDR conducts a **Performance Driving School** (PDS) twice a year at Qualcomm Stadium.

First and foremost our Performance Driving school is not a forum for students/attendees to learn how to drive. In fact quite the contrary, one of the requirements of attending the school is that you must already be a fully competent driver. The PDS is also **not** a racing school. There is no aspect of competition in any portion of the curriculum and all driving during the school is done with one car driving at a time. Additionally, to attend you are required to be a member of PCA and have a valid driver’s license.

If you’re a member of PCA, you must have acquired a Porsche at some point and, as we all know, the primary function that all models of Porsche perform best is to be an excellent driving tool. Porsches are recognized by many as some of – if not “*the*” best tool for the job of driving.

Some may think owning a Porsche has other important advantages – perhaps for demonstrating wealth, letting everyone know that you have

“arrived”. Still others may see the Porsche as an objet d’art or, as I heard it recently referred to ... fine garage furniture. We believe that owning a Porsche and **not** taking it to any kind of driver training or car control clinic, is akin to paying top dollar for a thoroughbred racehorse and then keeping it in your back yard on a lead rope.



The fundamental reason behind the success of the brand has without doubt been the way in which it fulfills its design intent of providing the driver with feedback. It is this feedback and the way it is delivered which causes first time Porsche drivers to say things like “Wow! It really hugs the road” or “It corners like it’s on rails.” It is this same feedback that instills the driver with

confidence and enables them to comfortably drive at a higher level than lesser marques. The cars' capability is so much higher than the majority of drivers will ever be aware of – let alone achieve, the thought occurs that to some extent, this superior vehicle is not only not being used properly, but to varying degrees ... wasted on all but the best of drivers. This definitely does not mean that “mere mortals” can't truly enjoy learning to drive a Porsche well.

So we come to the question what IS Performance Driving?

In San Diego region of PCA we define Performance Driving as *“Having the knowledge, understanding and ability to safely and expertly drive any vehicle.”* Please note there is no reference to driving at speed, or to driving at, or even near a limit (be it your limit, the car's, or the legal limit).

The reason performance driving is described so concisely that way is as follows. The goal of our PDS is for participants:

- 1) to know how their car will perform or react under several sets of conditions e.g., in a tightening turn on a wet road on a step hill.
- 2) to have a clear understanding why the car will behave in that way and
- 3) to be able to safely drive the car under those and many other conditions.

This begs the question “How on earth do PSDR Performance Driving school students get to do all this?” The answer is - for the past twenty plus years we have run our PDS in three distinct sections, each of which is intended to isolate various aspects of normal driving and to analyze, discuss and experience these aspects first hand – in a safe environment with the aid of an experienced instructor.

The three PDS sections are:

- 1) An evening in a classroom environment with a presentation including videos and detailed descriptions of the fundamentals of driving, including such topics as understanding vehicle safety, understeer, oversteer, tire contact patches, driving “the line”, car control up to, at and beyond the limit. This of course leads into accident avoidance, correct braking technique, proactive safe driving techniques and elimination of bad habits.

2) A full day performing several custom exercises designed to isolate and demonstrate your Porsche's handling characteristics with the aid of an instructor. To enable students to feel their Porsche near or at the limit, we perform most exercises on a wet skid pad. This means that the way the car behaves at 60 miles per hour can be demonstrated at 20 miles per hour and has the additional bonus of a significant saving on tire wear.

3) Another full day where students drive a course laid out with cones, which is intended to demonstrate how the skills they have discussed and learned during exercises can be put to use to expertly drive their Porsche. The Sunday track is a non-competitive autocross which means that students drive the track with no timing system running and, as a consequence, both drive and learn at their own pace - again with an instructor.

So all of the above is a fairly logical, factual description of what goes on at a PCA-SDR PDS, however, none of the above even begins to express how much fun it is driving your Porsche in a controlled environment and seeing how it really handles.

To put it mildly, this school is an absolute blast! It doesn't matter what type of driver you are, whether you have had your Porsche for ages, or are brand new to it - you will learn so much you will wonder how on earth you have been driving for so long without knowing this “stuff.” It will make you a safer and much better driver and without doubt increase your capacity to enjoy the pleasure of Porsche ownership.

Bottom line... you have paid for this amazing machine and owe it to yourself to learn to use it properly.

Our PDS is conducted twice a year – once in the spring and again in the fall and the price for the whole weekend (including meals) is \$395.

Our PDS typically sells out, so if you're interested in enrolling or simply finding out more, go to our website calendar <http://www.pcasdr.org/events/2016-03> and check out March 11th, 12th and 13th for instructions on registration or e-mail our Chief Driving Instructors at cdiq@pcasdr.org

We are looking forward to working with you on becoming a better Porsche driver!!





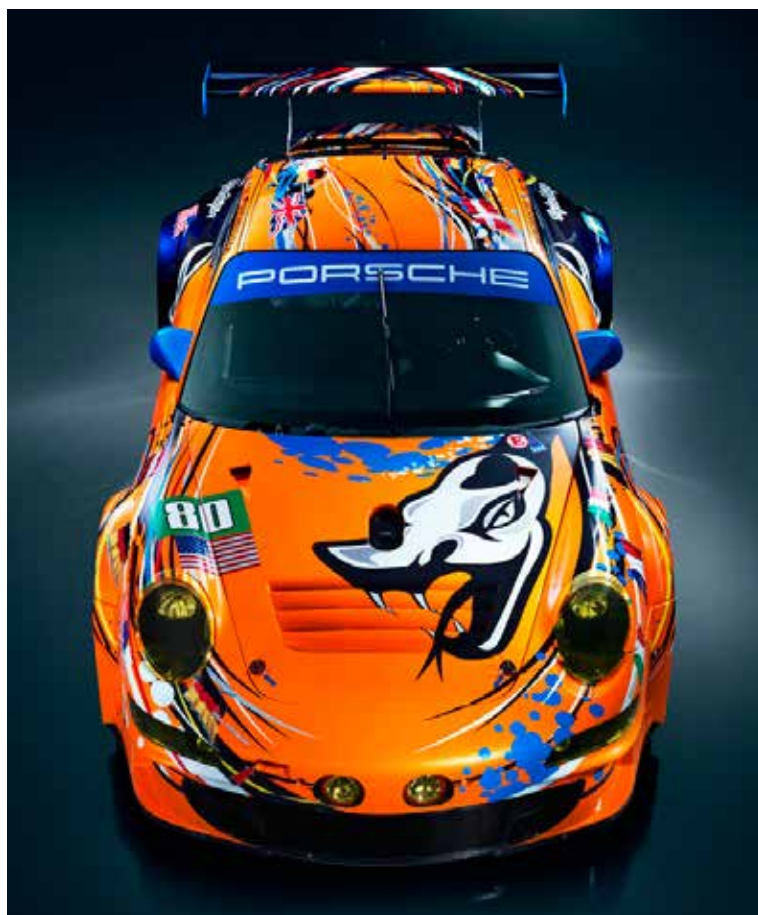
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Kelly Dunn
Cardiff By The Sea, CA
2003 Boxster S

Charles Elrod
Murrieta, CA
2009 Cayman

Ira Goodman
La Jolla, CA
2012 911 Carrera S Cabriolet

Jeremy Hirst
San Diego, CA
1985 911 Carrera Targa

Michael Holaday
La Mesa, CA
2001 911 Carrera 4 Coupe

Shawn Oconnell
Encinitas, CA
2014 Cayman S

Parag Patel
Del Mar, CA
2013 Boxster S

Trevin Thurman
Temecula, CA
2015 911 GT3

Roger Yates
Carlsbad, CA
2014 911 Carrera 2D

Anniversaries

Five Years...

Gerald Delira
Barry Lovell
Ryan Oehler
Brian Terry

Ten Years...

Robert Behler
Greg Boehm
Thomas Hasslinger
John Kline
Robert Lances
Steve Ness

Fifteen Years...

Gregory Frinchaboy
Herbert Meeder

Twenty Years...

Thomas Golich
Jae Lee

Twenty-five Years...

Charlie Sougias
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Non-member, business, or commercial ads are charged at 40 cents per word.

All classified ads must be placed through the club's web site: www.pcasdr.org.

The classified ads service is managed by the AD2AD Network (www.ad2ad.com).



Krispy Kreme & Cars 1-09-16



Photos by Greg Phillips

The British Invasion



By Michael Harris

The San Diego Automotive Museum just opened their new exhibit for 2016 honoring British Cars, new and old, and looking back on the heyday of British Cars in the 1950s and 1960s. We hope this exhibit will bring back memories of the Beatles, Carnaby Street, mod fashion, Twiggy, Bond Street, Earls Court London and the British Auto Show. Display cars will feature classic British cars of the 50s, 60s, and 70s and a modern Aston Martin DB-9.



Sports cars include a very rare Triumph TR-2 with wide doors, an early Sunbeam Alpine Mk 1, a Daimler SP250, Morgan Plus 4, Jaguar XK-120, and a 1930s Morgan 3 wheeler Super Sport. Later model sports cars include a classic Jaguar XK-E, TVR Vixen, Jensen Interceptor complete with a large Chrysler V-8 motor and automatic transmission, and a black Aston Martin DB-9. Several saloons are included with

a 1951 Jowett Jupiter showing the huge difference between 50s British cars and American cars of the period.

A Rolls Royce limousine once owned by Caribbean royalty and used to ferry British Royalty, such as Queen Elizabeth and American royalty such as the actress Grace Kelly is an interesting feature. A Jaguar Mark V, 1967 Austin London Taxi (once owned by Frank Sinatra), and Bentley Mark VI should also hold your interest.

Several other vehicles are also under consideration. The display opened February 6th and High Tea will be served on Thursday, February 18th at 6pm at the Museum. This will be a different event than the English version of high tea but will be a fun opportunity to meet some of the owners of the display vehicles as well as see the cars.

The annual fund raiser for the Automotive Museum will be held on Saturday, March 12th at 6pm. A live auction will feature a low mileage 2004 Jaguar XK convertible in near new condition as well as other interesting items with a British theme. Car photos and dinner/auction details will be featured next month. Please visit the Automotive Museum and relive this auto history with us.



Newsletter Editor's Seminar & Pete Stout



Classifieds

STREET CARS

1985.5 944 red/black Wife original owner. 153k odo. AC, CC, SR, Toyos on phone dials, Alpine stereo. Good condition. Runs great. Garaged. Asking \$5900. (949) 244-5740

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2001 Carrera Coupe 47000 miles, 6 speed, Guards red/black, sport exhaust, aero pkg, new Dunlop Direzas, immaculate well maintained car. \$29k. (760) 436-7556

2007CaymanS Manual Wife driven creampuff. Suspension by Mirage. New Shocks, Control arms, DropLinks, Springs. Ready to AX&TT Silver/Blk. Navy Transfer forces sale \$25K oBo (831) 236-0531

2009 Carrera 997.2 Coupe 14 Months remain on Certified Warranty or 18K miles. Sold and Serviced only @Porsche of SD. PDK, Heated Power Comfort Seats, Heated Steering wheel, Bluetooth, Phone Interface, Sport Chrono, Bose, 19" Classic wheels, Cert. of Authenticity. Original, great car. (858) 775-6612

92' 968 Coupe 6 Spd Black/ Black Coupe, leather sport seats, keyless entry and Bluetooth- new sound system, Recent: Battery, A/ C Compressor, PS Pump, Alternator, Starter Water pump, Radiator fans, stat, reservoir, Valve job, VarioCam, belts and rollers, Suspension bushings, A-Arms, Adjustable Koni's- all 4 corners, Cup Wheels, KLA Strut Bar, Synthetic oil's, good paint, Very well maintained, smog-reg 239k mi \$11.5k Bill (619) 889-5689

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transponder(2015), harnesses(2015), Cool Shirt & on-board reservoir, Hans device, spare parts, service manuals, 14 ft Featherlight trailer-electric brakes/tire rack. Complete description (pdf) on request. Contact Bill at califbillr@gmail.com

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17" Wheels set of 4 993 cup wheels and set of 4 996 10 spoke wheels. Great condition. \$1,000 for both sets. Jim (217) 778-1401

996.2 stock mufflers pair of used mufflers in perfect shape from 02 996, no rattles, stock. \$300. endoguess@mac.com (858) 456-2480

Eibach 986 Boxster Springs Eibach/Kinesis lowering Springs for '97-'04 Boxster/S. Same as Pro-kit, but powdercoated silver. Lowers car 1". Lightly used. \$180. Russell@LightningMotorsports.us (858) 442-7466

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'99-'01 Carrera Headlight Assy Passenger-side (right) halogen headlight assembly with CLEAR turn signal lens. In MINT CONDITION. Also fits all '97-'04 986 Boxsters. \$250. Russell@LightningMotorsports.us (858) 442-7466

986 Boxster ALL RED Taillights Set of factory '97-'04 986 Boxster taillights tinted/painted ALL RED to look like 550 Spyder edition taillights. \$100. Russell@

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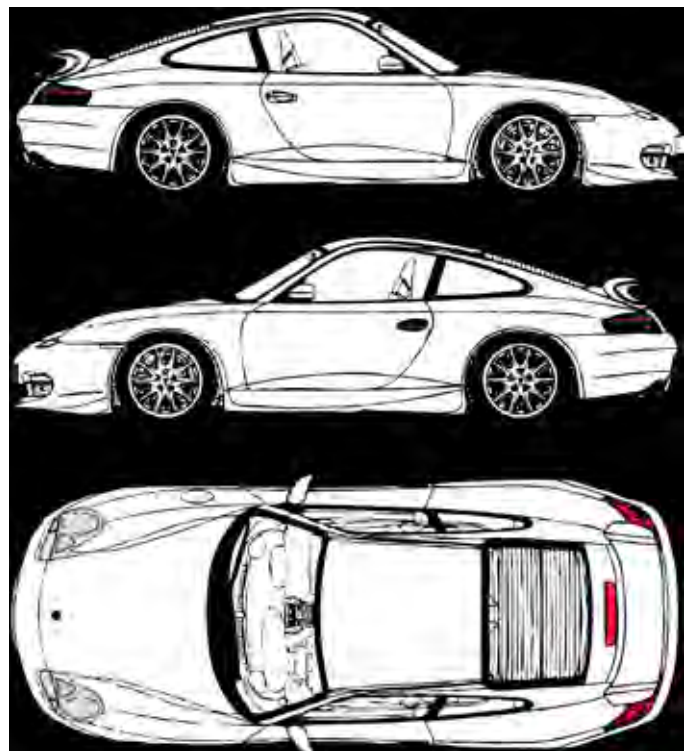
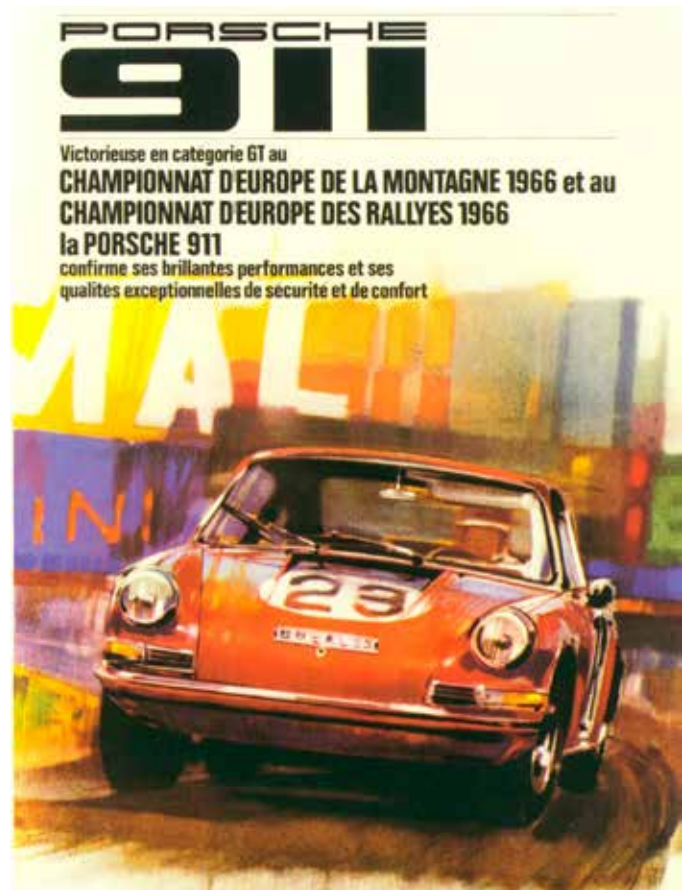
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