



WINDBLOWN WITNESS

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



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Features and Pictures



Zone 8 Classification **44**



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WINDBLOWN WITNESS

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Up Front- Where the Engine Belongs

I hate deadlines. And this month is worse, even with an extra day for leap year it is the shortest. But the issue is coming together and thanks to our contributors I think you will enjoy it. Steve Grosekemper has a couple of tech articles. He continues his foray into the Dark Side with the Boxster S and also an informative article on classifying your cars on the Zone 8 Classification website. Michael Harris has an update on the San Diego Auto Museum's new British Invasion display. And thanks to Tom Tweed's editing and assistance, we have Chris Chiappinelli's European Delivery story for his Cayman GT4. He had a great time and we appreciate his sharing it with us.

That did push back the report on the Chuckwalla time trial, so look for that in the April issue. It will make a good lead in for the resumption of the big track events. We have the Zone 8 California Festival of Speed at Auto Club Speedway in Fontana on April 8-10. This will include a PCA Club Race along with the time trial series and is the largest Porsche event in the Southwest. In addition to the track events, there will be Porsche Corrals, a vendor row, Food court with food trucks, track tours at lunch, driving simulators, swap meets and Porsches for sale. There will also be Prancing Ponies with the Ferrari Owner's Club, Club Corral's for other sports cars and a BMW CC/TireRack Teenage Street Survival School on Sunday. There will truly be something for everyone so plan to attend. And if you would like to do more than attend, volunteers are welcome and needed for all 3 days at volunteer@calfestival.org.

To continue the April theme of big tracks and racing, San Diego Region will host their first PCA Club Race

of 2016 at Big Willow April 30 and May 1. The Fastest Road in the West will be the next stop on the West Coast Series and continue the Zone 8 time trail series. Willow Springs is the oldest continuously operating track in the US and is the benchmark for SoCal racers. With just 9 simple turns, you can learn your way around in a few laps and then spend years perfecting your line. Put it on your calendar now and plan to attend.

But March will not have a big track event, but it will have plenty of driving and social events. There will be the Spring Performance Driving School March 11-13 with lectures at Black Forest on Friday and then spending the weekend at the Q with driving exercises and autocross. The following weekend will be a back country driving tour on Sunday March 20 leaving from North County Fair. March 26 will be the next autocross at the Q and the week following I will be going on the Porsches and Parks Great Tour. Seven days of driving in the southwest to see the great scenery, canyons and driving roads. So get your articles in early for next month as I will be on the road!

There has been a spirited debate on the Forum this month regarding the Street Stock classification system for autocross and time trial. It started with a discussion of the new 2016 rules allowing tires to be up to 20mm wider than factory sizing and still run in Street Stock. It then expanded to look at trying to better equalize the SS classes utilizing the modification points from the CC classes. PDK and wider tires may move you into another SS class. And then there was a philosophical discussion of why should there be SS in addition to CC classes.

As with many philosophical debates, there were not clear answers; but the more I thought about it the more it seemed that there was no real need for SS classes. At one time it was felt to be a simpler system for new drivers with newer cars who would not have to go through the details of classifying their cars for the CC system. But now that the Zone 8 classification site has helped to simplify this (see Steve G's article) and all cars now need to go through the same classification system we should get rid of SS classes. I think the only advantage is that they provide another set of trophies to compete for!

Our present CC system takes into account the characteristics of each Porsche, the relative points for different modifications and tire size and grip and places each car in a CC class. The system is felt to be fair in that the points for different changes should produce cars with similar capabilities in each class. And I believe it does. Why then have a separate class for Street Stock that limits modifications? I think it is not needed, but I am sure others will disagree.

I will admit one problem now is the "cheater" tires with manufacturers producing tires with much greater grip than expected from their official treadwear ratings. Right now it is the Bridgestone RE71R with a TW=200 but grip closer to tires of TW=80-100 (if not better). This may need to be handled on a case by case basis, although it may solve itself as other manufacturers add tires with similar characteristics like the new Kumho V720 and BFG g-Force Rival S.

More discussion to follow.



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*Dan Carusillo,
SDR President*

HAMMER DOWN

Gurus of Qualcomm part II

Last month a number of Members, old and new, remarked how much they enjoyed the February Autocross (AX). It got me thinking (I know, easy, I don't want to hurt myself). Why do I have so much fun at our Autocrosses (AX's)?

Of course spending the day throwing a car into, flying around and sliding out of corners beats working. But why is the SDR AX so much better than all the others I have been to? Maybe because so many friends are there? So I asked my friends, why do we have such a blast? They smiled and pointed to the AX track (you thought I was going to say refresh-

ments, didn't you?) and the AX Team. Ah yes the Gurus of Qualcomm.

That's when I decided to catch up with **Marcus Kramer**. Marcus wears many hats in our Club. From software consultant, technical advisor for the Performance Driving School, Equipment co-Chair, to key Member of

the AX team, Marcus is always there to help. And boy can he throw an AX track! So I sat down with Marcus to find out more about him and the AX courses he designs.

DC: Hi Marcus, nice to see you again. Where did you grow up?

MK: I grew up in the northwest suburbs of Chicago.

DC: I love Chicago pizza. What do you do to pay the bills?

MK: I'm an electrical and software engineer, and

I'm currently working on starting a small product design company.

DC: How did you decide to join the club?

MK: When I was shopping for my next sports car about two years ago, I finally decided to go with a Porsche instead of another BMW. I used to work at Dinan about 16 years ago, so I guess it took me that long to move over to Porsches from my BMW days.

DC: Thank God, we almost lost you to the dark side....

Mk: One of my college friends is a big Porsche fan, and has driven his Boxster in DE's and TT's for several years, so he encouraged me to sign up for the club as soon as I bought my car. I barely had 800 miles on the car when I did my first AX.

DC: Atta boy! You have a couple of really nice

Porsches. What are they?

MK: My first Porsche is a 2014 Cayman S, and the most recent addition is a track-prepped 1981 911sc (a.k.a. Smurf, built by Mark Kinninger) that I co-own with Peter Carides.

DC: Is it true that driving a Mark Kinninger car is like dating his daughter? Wait! Don't

answer that ☺.

DC: I've noticed a difference in the AX tracks the past couple of seasons. How do you design and throw the AX track?

MK: Well, **Andrew Simmons** and I meet about a week before each AX. He usually proposes a pencil sketch that we then discuss and modify before I enter it into a CAD program. I use the CAD tools to measure the radius of every turn and the length of every straight to check for any areas that would be painfully slow or dangerously fast. I also look for other possible safety





concerns like nearby light poles or potholes that are logged in the CAD program. After making any necessary adjustments, I export that CAD design into Google Earth to create GPS data for the track. Finally, I load the GPS data into an app on my phone. When we're setting up the cones for the course, I use my phone along with a special GPS receiver to guide me around the parking lot, either on foot or in the truck.

DC: What key elements in AX track design do you look for?

MK: I like to try to design balanced tracks that have some sections favoring HP cars and other sections favoring agility so there's something for everyone. One thing that I like about AX's over big tracks is the new mental challenge for each event. Andrew and I enjoy coming up with some creative new elements that most people may not have seen before or that might trick some drivers into taking a bad line. Some of those elements are better received than others, but I think many of the experienced drivers appreciate having some new challenges for each event.

DC: Speaking of challenges, not only in track layout but also in cars, what has been the biggest change from running your mid-engine 2014 Cayman, to running the 1981 911 (aka Smurf-mobile)?

MK: I was worried that I would be spinning out all the time in the 911, since I don't have stability control helping me anymore. I also had to adapt to a finicky 915 manual gearbox after the effortless luxury of paddle-shifting a PDK. So both of those differences lead to some humbling early moments, but I soon found that the Smurf had tons of grip and was much more forgiving than I expected. I really love all of the raw driver

feedback that the car gives, which was my main reason for making the change.

DC: From a design standpoint, which big track do you like the best?

MK: So far Buttonwillow is definitely my favorite, but I'm hoping to make my first trip to Laguna Seca this June, so we'll see if I change my mind after that!

DC: It will. Buttonwillow is great but Laguna Seca is superb. It's number 1 on my list.

DC: What's your favorite part of the Club?

MK: The people and the wide variety of club activities offered. There's something for everyone's interests, and it's hard to imagine a more friendly, interesting, or fun-loving group of people.

DC: Amen Brother. You seem like a calculated adrenaline junkie. Are there other activities you enjoy?

MK: Lately most of my hobby time centers around Porsche activities. Working on my cars, volunteering for, and participating in autocrosses and time trials. Before the Porsche obsession started, I had more time for power boating, wake boarding, fishing, sailing, and motorcycling.

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

MK: I'd love to be involved with designing Porsche concept cars or working in their motorsports division.

DC: Speaking of Porsche Motorsports, that was a wonderful booklet you prepared explaining all of the modern Porsche dynamic driving functions, how they operate and how they interact. I highly recommend it.

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

MK: I'll take a 918 please.

DC: For sure! Make it a double ☺.

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

MK: Ich liebe Porsche. My dad was actually born in Stuttgart, and both of my parents grew up in southern Germany, so I learned German as a kid. Most of those brain cells are gone or being used for other things now though.

DC: Stuttgart roots, I knew it! That's awesome.

DC: Marcus, from your entire SDR Family, DANKE SCHON!



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February Board Meeting

2016 Board - Call to Order

Board members: Dan Carusillo, Karen Garcia Raines, Bruce Wing, Rick Richardson, Javier Varon, Matt Schiller, Sara Gengler, Keith Verlaque

Secretary: Minutes approval January 2016, M/S/P

Treasurer: Bruce Wing submitted monthly report and 2016 budget. Monthly report approved and budget approved M/S/P; Bruce Wing requested all chairs and co-chairs who are adding money to Chase account or Square account to notify treasurer of amount and identify what the deposits are and where those funds are to be deposited to, for example goodie store sale, or movie night sale.

Unfinished Business:

Keith Verlaque provided an update of final ballots of bylaw vote resulting in a unanimous approval of the bylaw change. **Dan Carusillo** discussed clarification of students who are in progress to becoming drivers and are wishing to be grandfathered in. Pros and cons were discussed. Motion: Non-Porsche Drivers who became Autocross students in 2015 are grandfathered to complete their student training by the end of 2016. M/S/P

Chair Reports:

Social: **Victoria Varon** provided reconciliation on the Member Winter Formal event, 131 attended. Porsches and Parks planning is going well but two spots have opened and Victoria will work on filling those spots. Victoria discussed a potential new event called Cars and Cigars and requested a save the date on 2/28/16.

Victoria proposed several upcoming events. A northern San Diego Progressive Dinner on 6/18/16. M/S/P. Padres Game event on 4/24/16 in the afternoon. M/S/P. A Glass Art Making event \$35 5/21/16 in the afternoon. M/S/P

Social Committee is expanding with additional members Sunny Rickard and

Carmen Brown.

Sponsor: **Javier Varon** provided an update on the meeting with Porsche of San Diego and Hoehn Porsche and informed the board that both dealers signed a Memorandum of Agreement to support club activities. Discussion ensued about dealer support of events and PCASDR Social Media support.

DE/TT: **Bruce Wing** reported Chuckwalla DE/TT reconciliation. **Tom Brown** discussed an upgrade to the transponder system used for Time Trials. The club purchased the current timing system hardware in 2004 for approximately \$17,000. The equipment has been used at 69 SDR managed events and the system has also been rented to other PCA regions bring in revenue. Transponder useful life has been exceeded. Tom discussed refurbishing the system including purchase of a case of transponders at \$15,000, replacing decoder box along with a backup decoder box. In summary, \$20,300 not including tax to fund expansion and upgrade transponder equipment. **Dan Carusillo** requested member and chair input before making a decision at a future board meeting.

Driver's Awards: **Katrina Rondeau** provided a reconciliation for the drivers award party. **Dan Carusillo** recognized Jae Lee, Mirage International, for additional sponsorship of event and also recognized Mike Brown, CIM, for awesome driver's awards.

Charity: **Lori Chesley** proposed Sock and Underwear drive May-June and first Monarch Dinner event 6/24/16 (Friday). M/S/P

Insurance: Per **Cathy Young** up to date. **Dan Carusillo** asked if PCA National could extend their insurance coverage to cover a tech inspection. **Keith Verlaque** clarified that PCA insurance provides legal fees if club/individual is sued, not coverage for car accident repairs. **Javier Varon** will inquire about coverage for tech session events

CDIQ: **Keith Verlaque** submitted

March PDS budget and discussed break-even point and need to consider increasing the entry price to ensure club expenses are covered if there is a low student attendance. Motion to approve the PDS budget. M/S/P

Tours: **Keith Verlaque** informed the board that National PCA is working to standardize tour events and that tours are the riskiest club events. PCA National has created suggestions to standardize tours. **Keith Verlaque** and **Mike Brown** will provide feedback to National regarding their suggestions. Keith reported on the 2015 President Awards reconciliation and was initially granted \$1000 for awards including 7 awards to last year board members, 6 hero awards, 2 annual awards for family of the year and enthusiast of the year totaling \$1300.00. Increase approved by the board..

Tech: Discussion regarding tech session on 5/7/16 at Charlie's Foreign Car, but there is conflict with backup autocross date. Date to be proposed at a later meeting.

Autocross: **Mark Curran** relayed Zone 8 Autocross chair Kathy Smalley's request that the 6/12/16 autocross be designated a Zone 8 points event. M/S/P.

First autocross of the season is coming up with over 100 registered. Top time of day contest to continue for 2016, zeroing out the prize money and conduct the same way as last year. Motion for award of time exactly to hundredth of a second, if there is no exact winner, money accrues to next autocross until someone wins or the end of the year. M/S/P

Vice-President: **Karen Garcia Raines** reported new Zone 8 AX Chair is Kathy Smalley. Orange Coast Region event is 2/20/16 and Grand Prix National DE Instructor School is 10/9/16.

About 4,000 Zone 8 members do not have an email, so members are encouraged to email or call National PCA to update their email addresses. Members

can update emergency information in Motorsport.Reg.com and are encouraged to list a person other than the person who normally rides beside them.

Regional subsidies are available from PCA national for certain events. Event chairs were reminded to ask the club President "does my event qualify for subsidy?" All members, especially board members and chairs are encouraged to read Region Procedures Manual, which is available on line. E-vote research continues: legally we can do it, other regions say it is feasible. We need to determine our requirements for example do we want to increase voter participation, save money, spend money? Questions: e-only, paper and e-vote, etc. **Dan Carusillo** appointed a committee of Karen, Keith, Tom Brown, Greg Bartley, and Andrew Raines to figure out what would work best for SDR.

Rally: **Craig Fenstermaker** is new chair and has a committee. Proposed 4/16/16 as rally date. M/S/P

Membership: **Dan Carusillo** noted the submitted report, 1579 Primary Members, 1001 Affiliate Members, 2580 Total Members. Membership is down by approximately 40. The Membership team is now sending emails thanking renewing members.

Volunteer: **Sara Gengler** reported that volunteers are needed for the California Festival of Speed. For more information or to volunteer at the California Festival of Speed, please contact Janice Witteried by phone at 760-373-1413 or by email at jwitteried@hotmail.com or volunteer@calfestival.org. Please provide your name, your region, your email address, your telephone number(s), days/times available to work, and job preferences.

Club Race: **Greg Phillips** submitted budget request for Club Race at Willow Springs. M/S/P

Witness: **Greg Phillips** requested more articles even if it is just a few short words.

Webmaster: **Greg Bartley** provided an update on General Website Statistics. Hits are up by 18%, pages per visit

gone up by 25% meaning people are going to the site more often and staying on the site longer. The web site is hosted on a shared site with 40 other hosts; he is working on consolidating .com and .org and preparing for movement to a new host.

Social Media: **Marc Matanza** stated that HRE is investigating social media advertising aspect with PCASDR. Board endorses advertising on social media and requested Marc, Javier Varon, Tom Gould get together to investigate and work on a specific proposal the board can endorse.

President's Report: Dan Carusillo discussed the important differences between the terms X class, non-Porsches and non-members that continually requires reiteration and explanation. Some people continue to misuse the X car term. There is no such thing as an X car. There are cars in the Exhibition class. X means exhibition only. In fact a Full PCA Member could be driving a Porsche Cup car and be in X class. Also, any member, at their discretion, can drive a non-Porsche as long as it complies with the event rules. X class is not a points class, hence exhibition only. Keith Verlaque added that the intent of the Performance Driving School is for Porsche Club members to learn to drive in their Porsche. At the discretion of the CDIs, a driver could drive a non-Porsche at the PDS.

New Business:

Karen Garcia Raines will contact La Jolla Concours contact in advance of next year's event to plan next year's event and discussed a concern about split focus this year due to conflict of California Festival of Speed. There will not be a Zone 8 concours at CFOS this year.

Cars and Costco event last month is still having issues with the location. Members were reminded the board that events on calendar are sometimes events of interest to members, but not necessarily a PCASDR-sponsored event. Chairs are reminded that if any event is officially sponsored, meaning collecting money and getting waivers signed, the event requires a board vote to approve. The club should ensure

that promotion material of non-sponsored events says "not a PCA event."

Member feedback on DE/TT series registration was discussed and discussion ensued about differences of AX and big track events finance, security, and ways to promote Porsche membership preference such as volunteer, season registration, etc.

UCSD has engineers who have formed Society of Automotive Engineering who build formula cars and race them. They desire to observe upcoming autocross as spectators and see if they can learn anything from us.

Bruce has been doing research about what SDR could do at California Festival of Speed. He reported that on Saturday, SDR has the opportunity to rent a room at CFOS. Bruce will bring a proposal to board.

Vision Motorsports has approached the club to sponsor a club race.

Discussion ensued about future board meetings. May Board meeting at Bartley house. M/S/P. June Board meeting at Raines home. M/S/P

Announcements: THANK YOU to Rick & Carmen for hosting.

Adjournment: 9:35pm

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





**APRIL
8 - 10**

California

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Zone 8/PCA SDR



Concours Judges School

Saturday, March 12, 2016

Interested in becoming a Concours Judge?

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

Porsche Club of America San Diego Region presents the

PCA Willow Springs CLUB RACE Fastest Road in the West & Time Trial

April 30 & May 1, 2016

Time Trial Registration opens March 20

Club Race Registration opens March 14

The points races at this Club Race will earn points towards the West Coast PCA Championship Series as well as the PCA National Championship



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March 2016- April 2016

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.

Mar 11-12 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 talk 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 20 Saturday Tour

Time: 8:00 Sharp

Place: North County Fair parking lot near BJ's

Details: Join your fellow Porsche enthusiasts for another opportunity to enjoy driving your Porsche on the great backroads of San Diego County.

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 26 Saturday Cars & Coffee (CBad)

Time: 7:00 AM - 9:00 AM

Place: Costco in Carlsbad off Palomar Airport Road

Details: Join your fellow Porsche enthusiasts on the last Saturday of every month at the C&C (CBad). This is not a PCA sanctioned event, but one we all enjoy participating in.

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

Time: 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 Clairemont Mesa Blvd. San Diego 92117

Details: Join your Porsche friends for Krispy Kreme & Cars at Clairemont Mesa in the Clairemont 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 16 Saturday Rally- Tax Your Observa- tions Not Your Wallet

Time: Starts at 8:30AM.

Place: North County Fair, Escondido

Details: Join us for a fun, "non-competitive" rally where we will tax your powers of observation and attention to detail as we drive on wonderful North county San Diego roads well suited to exercising our Porsches.

Please plan on having a driver and co-driver for each car.

Even though this is not a competitive event, there will be two classes based on experience level and surprises may be awarded at the conclusion.

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 24 Saturday Padres Game

Time: 1:40 PM

Place: Petco Park

Details: Tickets are \$59/pp. Our private party includes an all-you-can-eat food and soft drink package. This event is always a hit, so act now and RSVP to reserve your spot. Game begins at approximately 1:40pm, and the Padres will be playing the St. Louis Cardinals.

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

Time: 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 Saturday Cars & Coffee (CBad)

Time: 7:00 AM - 9:00 AM

Place: Costco in Carlsbad off Palomar Airport Road

Details: Join your fellow Porsche enthusiasts on the last Saturday of every month at the C&C (CBad). This is not a PCA Scantioned event, but one we all enjoy participating in.

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!

May 1 - June 16 Socks & Underwear Drive - Monarch School

Details: Join in the PCA-SDR 10th annual Socks and Underwear (and other stuff) Drive for Monarch School.

Please bring New Socks and New Underwear (and other stuff which includes body wash, shampoo, conditioner, lotion, and gently used shoes) to any SDR event from May 1 to June 18. There will be a monetary donation box at various club events and the Charity team will do the shopping for you :)

Please contact Lori Chesley at charity@pcasdr.org if you have any questions.





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“First things first...”

When you acquire a new racecar project many thoughts run through your head. Wheel and tire upgrades, the latest in cutting edge data acquisition systems and of course going faster than you have ever gone before; and shattering track records across the southwest! (*Remember, I said these were all in my head!*)

While I would like to tell you all about the great track days I have had in this car since it came into my life that is not possible (yet!). You see, one of the main reasons Mike (the last owner) put the car in storage when he moved is because the car would not pass smog. Now I was fully aware of this and expected a battle since I was told the car has fault codes, would not pass tailpipe emissions or clear monitors.

But hey! This is a racecar; who really needs license plates anyway? Well I do. My mission statement for this project was to take a car that was a little too much track and give it a little more street polish. Basically a street looking car with all the street creature comforts but with full race suspension, full safety gear and all the mechanical upgrades required to keep things happy in a track environment. I want someone to be able to drive it in traffic all week with the very cold A/C on full and take the same car to the track with nothing more than a wheel swap. Gotta have those sticky cheater RE-71R tires at the track!

Also, I am a huge believer in being able to test drive my track cars. It makes finding and solving issues before an event much easier. And as a licensed smog repair technician I was personally challenged to find all the running

By Steve Grosekemper

Illustration by Gary Burch

issues and create a clean and smoother running car (more power too, maybe?)

Fortunately for me when Mike discovered he was not going to be able to renew the registration before moving he transferred the car to non-op status. That means no DMV penalties while the car sits and while I figure out why this car is not running up to par.

The problems:

This car just didn't run very well when I got it. The idle quality was poor (rough) and the idle surged from 600-1400 RPM especially when under load like with the A/C on or headlights on at night. It also had a nasty exhaust leak especially when cold.

None of these issues are new to me, and as a matter of fact I have seen and repaired all of them recently in several different Boxsters. I just don't recall seeing all of these issues wrapped up into just one car. (Lucky me)

But first things first; this car has been sitting with the same fuel in it for over a year and a half. So old nasty fuel out and fresh new gas in with a serious dose of fuel system cleaner. California reformulated gasoline has many issues. The biggest of these is the level of ethanol added to the fuel. With the higher levels of ethanol, it absorbs moisture faster and shortens the life of the fuel. With the new fuel in the car it started running smoother right away and the more I ran it with the high level of injection cleaner the better it ran and the cleaner the tail pipe emissions were. After running through a quarter of a tank of super cleaning fuel, the hydrocarbon readings

out the tailpipe were cut about in half. (Dirty injector spray patterns create Hydrocarbons/unburnt fuel).

I ran this fuel through in a day or two and then filled the car with some new fuel and fuel stabilizer as I know this new 10 gallons would be in the car for the next six months while I worked on other aspects of the car.

First on my list was the exhaust leak. I hate exhaust leaks because they just make the car sound like an old beat up VW beetle. Also these leaks let air (oxygen) into the exhaust and give a false reading to the oxygen sensors. 97-99 Boxster's have a normal looking exhaust manifold that goes into a catalytic converter about 2 feet downstream, and then to a final muffler. However, 2000-2004 Boxster's have an exhaust manifold that incorporates a primary catalytic converter that goes into the secondary downstream converter.



2000-2004 Boxster Catalytic converter installed.

These manifolds run much hotter and frequently crack where the exhaust tube is welded to the manifold flange. (*Note the point where the light colored tube meets the darker colored tube*). These were badly cracked on my car and were the source of the audible leak. To find the leak you can use a mechanics stethoscope and remove the probe on the end. This will leave you with an open hose to your ears and give you an exact location of the leak. Be careful!! It can get quite loud as you get close to the leak and I don't want to hear any blown ear drum stories! It is best to do this when the car is completely cold as the cracks tend to close up and the exhaust gets hot. You don't want to find and repair the huge leak at #6 cylinder only to find #2,3 and 5 had tiny leaks you could only hear for 15 seconds cold. (They will be huge leaks in 6 months—do it once). I have found that using a second person in the car to start it while you listen to the exhaust from below is best. Of course I know I don't have to tell you to use safety precautions!



These manifolds leak where the pipe and flange meet.

- Use a smart helper.
- Use safety glasses.
- Put the car securely on jack stands, not a floor jack.
- Use a creeper for fast escape if something goes wrong. (A mechanics creeper with wheels, not like that weird neighbor or the green pixelated guy in Minecraft)
- Start the engine once quickly before rolling under the 3000-pound car; you know just in case.

New converters from Porsche are about \$4000 and aftermarket units are about \$3000 but not smog legal in California (and remember, cheap has always been the anchor man on my team!), so I removed the converters and ground out the welds on the inside of the tube and then TIG welded them. I ground the original weld out first so the new weld did not make an obstruction in the inside diameter of the tube. The original welds are not great and have inconsistency in thickness and quality. That is why I prefer TIG welding. The end result will be a stronger, smoother weld with better exhaust flow. This better flow will probably not make any difference in power what so ever, but it makes me feel better. After all the welding was done, I machined the cylinder head mounting surface on the converters flat. Once installed this Boxster sounded like a new car again!



Catalytic converter flange before welding.

Note the dark line from the 12 O'clock position to past 4 O'clock position. That is the crack that will be welded.

Lastly was the idle roughness and fluctuating idle speed. I knew the problem here as I have seen it so many times before. I had a vacuum leak (well actually several of them as I was about to find out). Now to just find them. What a vacuum leak does is it lets false air into the engine that the Mass Air Sensor doesn't see. The computer doesn't know about the air so it gives fuel for the air it measures and the end result is a lean mixture (more air than fuel). Air leaks also change as the car is driven and under hood temperatures increase and vacuum levels on the intake manifold change. So the engine runs leaner than intended but the mixture is also inconsistent.



So how do you find an air leak when you can't see the air leaking out? One of the best tools over the last twenty years is the evaporative smoke testing machine. This is basically a very expensive box with an oil chamber, a heating element and an air pump. (Expensive because it is a certified emissions repair tool. We can thank the state of California for the expensive certified part.) The heating element gets red hot in the oil chamber and makes smoke like that Lionel train your much

older brother had as a kid. An air pump forces the thick smoke down a hose under pressure where it is attached to the intake and breather system with special adapters. When smoke leaks out you have found your air leak. My engine compartment was covered in a London fog bank within just a few minutes. The first and most obvious leaks were from the intake manifold boots. The clamps often need to be tightened over time, but these were left loose at some sort of previous service or repair.

After tightening the clamps, my fog bank decreased by about 50%. The remaining leaks were at the brake booster fitting and block off plate on the passenger side. These leak all the time and are special order items so I just replace the O-rings inside which always seems to cure the problem. Final smoke test and we were fog bank free! I was expecting the oil filler tube to be cracked since this engine has been replaced once before and the old and then moved oil filler tube is usually a broken one; but this one was new! The last common source of random air leaks are the spark plug tube seals. Mine were fine but I see these leaking on smoke tests all the time. But spark plug tube seal replacement is a topic for another day...

And now for the final touch for this car. Whenever I test and find air leaks on these cars I make sure to pull and clean the throttle plate. The throttle plate gets carbon build up and the air that flows around the plate becomes very inconsistent resulting in a hunting idle speed.

Clean, reassemble, clear codes and hit the key. Now that's the way a car should start and run. After some extended test driving all the monitors set and no fault codes returned. Ready for smog testing!

Next time we talk I promise some more exciting race related topics, but as they say "First things first".



Throttle valve before cleaning.



The British Invasion



1950 Jaguar Mark V

Story & Photos by Michael Harris

Classic British cars are the featured display at the San Diego Automotive Museum in Balboa Park. In the words of the museum's brochure about the display: "The British Invasion is designed to highlight the British influence on American culture, including films, fashion, music, and the automobile . . . British auto manufacturing began in the late 1890's. By the 1950's, the United Kingdom was the 2nd largest manufacturer and was the largest exporter in the world. This exhibit features some of the traditional vehicles like Bentley, MG, Mini Cooper, and Jaguar. It also features more unusual cars like the TVR Vixen and the Jowett Jupiter. One of the more unusual cars is a head-of-state limousine that once transported Queen Elizabeth, Princess Grace, and other dignitaries." And remember, it was the MG TC and Jaguar XK 120 that introduced Americans to the sports car in the late 40's and early 50's. One might also include the Porsche 356 coupe and cabriolet introduced in 1951 by foreign car importer Max Hoffman at his dealership in Manhattan, New York City.

The Annual Automotive Museum Gala and Fund Raiser is British-themed and will be held March 12, 2016 at the museum in Balboa Park commencing at 6:00PM. The live auction features a one-owner supercharged 2004 Jaguar XKR convertible with under 9,000 miles. Another auction item is a luxury trip to London aboard

a 17 passenger first class accommodations jet, almost like having your own private jet. The winner will stay at a luxury hotel near Buckingham Palace, enjoy a tour of the Brooklands Auto Museum, and more. At last report there were less than 50 tickets remaining. Contact Sally at the museum at 619-398-0301.

One small manufacturer that should be considered as typically British is the Morgan Motor Company, Ltd. on Pickersleigh Road in Malvern Link, west of Oxford. On display is a grey 1970 Morgan 4/4 roadster in very sporting condition sans bumpers, with wire wheels, Brooklands racing screen, and racing type bucket seats. The Morgan Company was founded in 1910 by H. F. S. Morgan, a vicar's son, whose first cars were three wheeled cycle cars powered by a front mounted, rear drive, motorcycle engine. The Company added a forth wheel in 1935. The 4/4 designation stands for four wheels and a four cylinder motor. One can still buy a Plus 4 and a 4/4 that looks very similar to the 1935 car. Morgan also builds a modern three-wheeler and an all aluminum luxury sports car powered by the latest BMW quad cam V-8 with automatic transmission that is comparable in performance to a new 911. And Morgan is still privately owned, being the largest and most profitable privately held car company in the world.

So, lets look at the other cars on display. Many of the display cars are owned by local San Diego area

collectors. How about a block-long 1939 Lagonda V-12 open racing car that tops out at 130mph and recently has raced at the Coronado Historic Speed Weeks. The owner reports that when he started collecting classic Lagondas twenty years after the end of WWII, many of the cars were being cut up and sold as scrap as no one could afford the cost of petrol for such heavy and large engined cars. The display car was so rusty when he found it that he had to cut some sections of metal out of the chassis and weld it back together again. After racing it for some years, he decided to do a thorough restoration. The car is stunning in a beautiful blue paint that is so dark it is almost black. He said that the painter threatened to harm him if he ever took the car back on the track.

A modern Aston Martin 2005 DB-9 V-12 in gloss black adorns the James Bond corner. The DB-9 (DB stands for past owner/builder David Brown) automobile is owned by Banker's Hill collector Ron Carr. The James Bond exhibit features a number of large posters displaying the various actors who have represented the world's most famous government assassin, Agent 007, along with photos and information about the various cars he has driven. Most of the cars are Aston Martins, although in the original Ian Fleming stories, Bond's car was a classic Bentley. The Bond cars range from a Sunbeam Alpine to a Toyota 2000GT, Lotus, BMW Z-8, and the Aston Martins. The Aston Martin DB-5 is the most iconic of the DB cars, having been outfitted with machine guns, smoke screen, oiling system to lay down for following chase vehicles (although English cars are infamous for leaking oil naturally anyway), and the ejection passenger seat from the 1964 movie "Goldfinger."

In another corner are large posters reflecting icons of modern British culture and fashion. Younger viewers will recognize singers Adele and Amy Winehouse while older visitors will recognize fashion model Twiggy from the late 60's when Carnaby Street fashion was all the rage. There is also the Abby Road shot of the Beatles crossing the road, and a young rock group called the Rolling Stones. Didn't the Beatles attract a larger audience on the Ed Sullivan TV show than Elvis Presley? Even though American pop radio and music sales were dominated by the British Invasion, the Beatles and the Stones often cited American blues and rock performers as inspiration for their own sound. The Beatles were fascinated by Buddy Holly and took their name from Holly's back up

group, the Crickets. The Stones, including guitarist Keith Richards, were fascinated by bluesman Chuck Berry. Richards even went on the road with Berry in the United States and made a film about him. Queen Elizabeth and Princess Diana also are prominently featured.

Going back to the cars and the 1960's, a 1967 Austin Mini Cooper 'S' in red body and white top sits in the same corner as the above displays. Sitting on tiny 10" wheels it seems impossible that this extremely small car can fit four adults (so long as you are under 5'10" or so and on the lean side). Just as Volkswagen became



1955 Triumph TR2

an icon for small, economical, and fun to drive small cars in the United States, the Austin/Morris/BMC Mini became the forerunner of small front wheel drive cars around the world. By transversely mounting the small in-line 4 cylinder motor displacing 850cc's in the front of the car with the transmission/differential turning the front wheels thereby eliminating a drive shaft, one could package passengers and luggage into an extremely efficient small space. Light weight, fuel efficient, and fun to drive, these small cars were a huge hit. Austin decided that the car needed more power and commissioned racing car builder John Cooper to create a performance car out of the Mini and the Mini Cooper and Mini Cooper "S" models were created with a 998cc motor or a 1275cc motor, reworked camshaft, modified head, twin SU carburetors, disc brakes and tuned suspension. The Mini Cooper won the most prestigious rally in the world, the Monte Carlo Rally, based primarily on the car's great handling in ice and snow. Seeing a Mini Cooper "S" keeping up with large Mercedes Benz sedans on German autobahns was always fun. The downside to a Mini "S"? The engines were really overstressed with only a three main bearing crankshaft

and engine rebuilds were very expensive. English workers were overly enthusiastic in using a gluepot to glue interior upholstery pieces to the body and new cars had dried glue running all over the place. That is to say that "build quality" was more suspect than on German or Japanese cars. But still, in terms of smile per mile of driving pleasure, a Mini Cooper was a hard car to beat.

Several other display cars are so British that one cannot help smiling. One is a 1933 Austin 7, England's response to Henry Ford's Model T, Model A and Model B. The Austin 7 is very small by American standards but fit very well on English country lanes and easy to park in villages. Contrasting American roads with English roads in the 1960s, country roads in England were superior to American country roads. Drive a Morgan in England and it felt like the suspension had been softened and drove like a modern car. Drive the same car on country roads in France, Belgium or the US and one felt as though the



1933 Austin 7

shock absorbers and springs had been removed. Other unusual cars on display include the Jowett Jupiter, a small sports car convertible produced from 1950-1954. Typical of small and economical saloons (Brit speak for sedan) was the Austin A35. The display 1958 A35 is a small economical two door with a 1 litre motor that could get up to 50 mpg.

On the other end of the cost spectrum, is a custom bodied 1948 Bentley two door with body by James Young. The car looks like a stately 1940's -50's Bentley from the front in classic two tone grey and dark blue paint scheme but looks like the Green Hornet or Batman mystery car with its odd rear wheel skirt design. The one of 5 Rolls Royce Phantom State Laundaulette with

body by Mulliner Park Ward limosine with hand made rare wood interior complete with television and full bar in the passenger area exudes class, wealth and power. Built for the dictator of Romania in the 1960's, the Russian premier at the time thought the car did not reflect well on the People's Democracies of socialistic Marxist countries and directed that the car be sold. The car has been used by Queen Elizabeth and Prince Phillip of the UK, Princess Grace of Monaco, and other dignitaries. The car is in pristine condition and its current owner states the Rolls Royce is in original condition.

For those of us who may have been introduced to the world of sports cars with affordable British cars such as MG and Triumph, we will recognize the well maintained 1955 Triumph TR-2 on loan from the Gebhard Collection. Most Americans are more familiar with Triumph's TR-3 model as most of these cars were exported to the United States. The TR-2 has the same basic engine taken from the Standard in-line four cylinder engine. The TR-2 also lacked the external door and trunk handles present on the TR-3, and the rear license plate light fixture was plastic without the chrome fixture of the later car. The grill and radiator opening is very small and after 1957 all Triumph TR-3a and later models had the wide grill opening. Triumph learned that English cars did well with small radiator openings because of the rainy and cooler weather while cars in the US faced warmer and dry climates.

There are also a number of fine British cars built by Jaguar, ranging from Jaguar XK sports cars (a 120 roadster and 120 fixed head coupe) and an XKE convertible. A 1950's Jaguar Mark V sedan has been lovingly restored in a silver pewter color that really stands out. You would want a chauffeur with this car.

There are more British cars including a 1930's MG saloon, a modern TVR Vixen and others that we will describe in greater detail next month. Suffice it to say that this collection is truly noteworthy, historical, a lot of fun, and will bring back many enjoyable memories of bygone eras. The show has been warmly received by the public. The display continues until May 27th



A Ring at the Ring



*Text by Chris Chiappinelli
Photos by Chris Chiappinelli & Ruben Schäfer*

Porsches have been engraved in my automotive psyche ever since I was a child. Even though the opening minutes of 'Le Mans' are silent, the impact was still massive as my dad and I watched Steve McQueen driving his Slate Gray 911S to the track. When I later told my father I wanted to buy a Cayman for my 30th birthday, his response was short and succinct, "If you have the means to afford one, I highly recommend it... however, nothing else will ever feel right afterwards." As always, my father was correct.

This only exaggerated the pain I felt when the air/oil diaphragm went out on my 987.1 Cayman S, causing the engine to hydro-lock, bending a rod and cracking a head in the process. I couldn't go out like that. So I placed my name on a hypothetical list for a car that only existed in the hopes of mid-engine Porsche fans. Fast-forward through 15 agonizing months of missing autocross events and borrowing rides, and thanks to Daniel Lewis at Porsche of San Diego, my allocation for a GT4 with European Delivery came in.

I don't get to travel much, so this was my first ever trip to Europe. The GT4 was a big splurge for me, so I was a bit overwhelmed with all of the moving parts of this endeavor (there was also a bonus stress point that I'll get to later). However, my anxiety was greatly alleviated by many friends and internet forum members, who helped by sharing their knowledge, advice, and suggestions.

My girlfriend and I flew into Stuttgart and started our journey pretty much where the motor car itself started, at the Mercedes Museum. We got there a bit before closing time, so we had most of the museum to ourselves! There is an amazing amount of history in this museum; Mercedes really

does a great job showing just how integral a role their cars have played throughout time. It was interesting to see how they also touched on major events along the way, taking a very objective and unbiased stance on the Nazi regime.



We took the subway/tram back to the Hotel Schlossgarten and went to sleep early, in preparation for tomorrow's delivery day.

The BIG day finally arrives. I have an espresso and we cab it to Porsche HQ. There are GT3RSs everywhere. Lava is a bit too pastel, I'm not a fan. The purple is awesome. We sit and wait in their customer lounge. I'm offered an espresso and gladly accept. My leg is shaking from anticipation...or maybe it's because I've had about 5 espressos at this point. Nevertheless, it's time for our factory tour. No photos are

allowed, so I have no pics to share, but I'm really happy I was able to see what goes into our beloved cars.

There are robots running routes, taking parts everywhere throughout the floor. There are no specialists; all workers are trained in each station and work on all cars. This is done purposely so that they have a sense of pride in their work, knowing the next car could very well be a Cup Car that they would later see racing on TV. Their retention rate for workers is something silly like 99.7%.

We are not allowed to see the marriage room where the engine meets the body because a "car that has yet to be announced" is in there. I ask if it's a 911R. He smiles and asks, "What is it you Americans think this 911R car is?" I explain (narrow body GT3 with a manual and less aero) and he gives a slightly mischievous smile. "*I cannot say.*" I tell him to cough once if I'm right, but I get nothing but another smile. He laughs, recanting how in previous instances when they've not allowed people in this room, the very car they are hiding is later seen driving on the campus, so you never know.

At lunch time, we are taken to their customer restaurant with a view of the Porsche sculpture and museum. A 3-course meal is served with champagne, wine, and yes, more espresso (I have a problem). Even the napkin holders are nice. I barely eat...my mind is elsewhere.

Now, it's time. I'm greeted by my chaperone and taken to the delivery room. And then, there she is. My white unicorn. My heart flutters. I'm speechless. It's more beautiful than we imagined from photos. It has tremendous presence, unlike any other Cayman. It oozes gravitas. I keep circling her, my girlfriend and the chaperone just staring at me. A few minutes of silence pass, but I still can't speak. It's here. All the hard work, the saving, the waiting...it's here. It's mine. I can only think of one reaction, which my girlfriend captures perfectly:



I sign some paperwork and Porsche loans me a GPS. With only 16kms on the clock, we set off for the Austrian Alps.

Our adventure kicks off leaving Stuttgart on our way to Tyrol, Austria, 700kms away. The goal is to drive the Grossglockner Pass. There's plenty of time to feel out the car, so here are some quick first impressions:

- * My first goal was to pull out of the Porsche delivery center

without any drama—the clutch is perfectly weighted, with a pickup that's very easy to modulate.

- * The shifter is perfection—enough said.

- * The interior feels special—the brushed aluminum trim has a nice grain and a depth that is not apparent in the pics. It's a perfect match to the platinum stitching, while being a nice contrast to all of the alcantara. The leather and deviated stitching on the steering wheel column is an excellent option to spec for the cost; it looks great. The combination of the Lightweight Bucket seats and red seat belts makes for a stunning and exotic feel.

- * Overall comfort—compared to my 987.1, the GT4 is more compliant, comfortable, and refined. While this might seem natural for a car almost a decade newer, I was prepared for a loud and slightly harsh ride. The much-debated LWB seats were so comfortable, I was able to drive 19 hours in the first 2 days, and over 2000kms in the first 3 days. No complaints. The buckets were so comfortable that my girlfriend fell asleep in them!

- * The car makes Jekyll and Hyde sounds—it is much quieter than I expected when just cruising, but she wails at WOT. If you want to giggle like an idiot, just find a tunnel. Keep looking in your rearview mirror, you won't find the straight-piped race car you think is behind you—that's you! Incredibly aggressive, but without any of the annoying/artificial overrun the GTS and 911 PSE has.

- * I don't need any stinking auto-blipping sport mode—yes I do...its surprisingly enjoyable and a welcome edition on the track.

OK, back to the journey. As we refuel for the first time, I need to call an audible. The temp had dropped about 15-20 degrees from a few days prior. Reports of snow on the pass mean I have to travel the long way to our hotel. I have to skip the route from Hahntennjoch to Imst, which was my first goal, and go the long way around, through the tunnels. Every 10 minutes the temp continues to drop as the rain comes down. First night in a brand new expensive car + foreign country + 40 degree rain + Cup2s = stress! Car performs great and the tires got me there safe...what a relief!

We get to the Grandhotel Lienz around 11PM, walk for a celebratory "we-made-it-alive" beer, and call it a night. We wake up to news that there is snow on the Grossglockner Pass, so unfortunately I won't be able to drive this amazing road. 0 for 2. You can see the heavy fog covering the mountains. Time to head off for the Black Forest. We enjoy some fun, small town roads from Zell am See to Kufstein. The whole ride was rolling green mountains, small quaint villages, with various lakes and rivers scattered along the way. Not the scenery I'm used to, a nice treat.

Our GPS gets confused and decides we should lap the one-way construction roads of Munich a few times. The closer we get to the Black Forest, the more the temp continues to drop. Light rain/mist continues as the temps drop into the low 30s. Visions of my new car sliding right off the road dance in my

head. I can hear everyone saying *don't you know Cup2s don't like cold or rain?!?* OK, I can deal, I mean it can't get worse... and cue the heavy fog. We can't see five feet past the car, so it's 15 MPH for the final 45 minutes.

We arrive safely as the temp hits 34 degrees (hooray Cup2s!) and call it a night. The main reason we came to Black Forest was for the B500. This was the 3rd road from the *Top Driving Roads in Europe* that was on my list. Despite the weather, since I had missed out on the first 2, I wasn't going 0 for 3. The road was fantastic. Smooth, switchback-style flowing turns that cut through the hills. Even better, some of the guardrails along the side were red and white, mimicking a race track. At this point I was up to about 1600km on the odometer, so I was able to stretch my self-imposed 4000 rpm limit up to 5000—such a tease! Coming from my old Cayman, I never felt this car to be lacking in low-end grunt, but the power really starts to come on in the higher part of the band. I enjoyed this road so much, I looped around and did it again. Besides, it's the first time I wasn't really driving in rain! Unfortunately, I lost track of time and had to hustle back to Stuttgart, as we had dinner reservations at Christophorus and planned to hit the Porsche Museum beforehand. Rush-hour traffic and some construction made us a bit late, so that meant we would have to rush through the museum. However, much like the Mercedes museum, we had the place to ourselves!



The food at Christophorus was good, but the ambiance was even better. Model cars are on each table. Straight ahead was the open kitchen, guarded by a large Steve McQueen + Gulf 917 statue. To my left was the museum glass, so you could still peer in through the semi-closed blinds. Behind us was a wall of wine and a hidden cigar bar. The menu was made from the same leather as our car interiors, and had this quote that was befitting of the trip and made me smile: *A clever man once said: "I have very simple taste. Just bring me the best of everything."*

We couldn't stick around for the cigar bar, as we had to get to our next hotel, 1.5 hours away. We're off to the walled medieval city of Rothenburg ob der Tauber. Its 8:30PM, and after asking for an extension, our latest check in time is 10PM. We're 1.5 hours away, so we should make it just in time.

Naturally we hit more construction and it begins to rain....

We get to the walled city pretty late. Our Porsche-supplied Garmin struggled to find our room for the night, so we switched over to the iPhone. It's a weird scene as the GT4 hums along over the cobblestone streets at a slow crawl. Still no issue with the front lip scraping, although that doesn't stop me from clenching the entire way through this small town. I think we're there, but it's 10PM and the town is dead, so I park and walk into an open door to ask for help. To my surprise, it's a pub/inn and it's packed! As soon as I open my mouth, an older guy yells to me to hold on. Shortly after, a younger guy comes out with my name in a laminated packet! Yay, we've arrived.

The next morning we hop back in the car and head off to the mighty Nurburgring! As if driving your dream car in Germany isn't special enough, things are ratcheted up a notch on the way to the Nurburgring. Growing up hot lapping the Nordschleife on Gran Turismo during high school and college, the whole area has a mythical status for me, almost as if it isn't real...until I start seeing the signs. With the car fully broken in, the foot begins to get a bit heavier with anticipation as the miles (err...kms) pass.

We arrive at our hotel for the next night. Location, location, location! The Hotel Nordschleife overlooks the track, and the VLN race (9) was going on in the background, so the hills echoed with the sound of engines. That's a flat-6...there's a Mercedes v8...that's a...I dunno, but it's loud. Our 2nd floor balcony room looks right out over the Nordschleife!

We enjoy a beer and cigar on our balcony until the race concludes, then make our way over to the infamous Pistenklause restaurant. The air is thick inside with the wafting of raw steak sizzling on hot stone. The walls are covered with signatures, photos, memorabilia, and car remnants.

The next day arrives, and the parking lot of our hotel is littered with race cars and enthusiast drivers. I wake up bright and early to get to Devil's Diner in time for the track open. It's one of the last tourist days of the year, so I'm expecting it to be packed. Being up so early, the streets are desolate. Getting to the track entrance is a different story; there is heavy machinery at every turn. GT3s are a dime a dozen. There was a black GT4 w/clubsport package and another GT4. Everything else was a car lover's toy store: Godzilla, Vipers, M3s, Aston Martins, a plethora of spec racers, Ferraris...you name it.

I have the utmost respect for the Green Hell, so I meet up with my instructor for the day, Dale from Bridge to Gantry. I've instructed auto-x, but that's just cones in a parking lot—it must be terrifying to sit shotgun on the Nordschleife with a complete stranger. For anyone taking a crack at the 'Ring, an instructor is worth their weight in gold, as nearly every turn is blind, off-camber and late-apexing. If you are ever planning to go, I highly recommend Dale.

We go out first in his SEAT Leon Cupra R (which is shod with Cup2s) for a sighting lap. To my surprise, the track is still in its VLN configuration from yesterday's race! Dale is giving a lot of specific info. I'm a good student, but my head is spinning,

not necessarily because of information-overload, but because I'm on the freakin' Nurburgring!! I knew I would get good instruction, and I did, but the level of detail was priceless (e.g. *"stay to the left over this crest because there is a bump you can't see that will unsettle the car"* or *"you want to avoid the right side here as the trees cast a shadow, so that side will still be slippery"*).

As we take the 'slow' lap, we get passed by a Mercedes C63 Black. Close to the end of the lap, Dale decides to up the pace a bit, and in an instant we are mere inches (err...cms) from his bumper. Too close for comfort—I'm clenching, and neither of these are cars I own. The big rumbling Merc finally motions for us to pass and Dale cracks a smile. I guess every now and then, those that live at the 'Ring need to remind others that sometimes horsepower gets passed by a FWD estate car. Just as we complete our lap, the track closes due to an accident. *"Good"* I joke, *"this gives me a chance to calm down."* Only I'm not joking. My heart is pounding—that was intense! The closure lasts about a half an hour, and I need all of it to regain my composure. It's now my time to head out. I apologize to my instructor ahead of time, saying that I don't plan to push it. I don't have the talent he has, I just want to bring the car home safely. He assures me we will go faster than I think and I'll be fine.

We start on the GP circuit and I catch myself soaking in the sights on the long straight. My eyes are constantly checking my mirrors, as I do not want to hold anyone up. To my surprise, I have a lot more pace than I thought I would. Dale seems quite happy with my efforts. We pass a spun-off BMW in pretty bad shape. I comment that this will likely close the track again. Dale laughs, claiming we need much worse to close the track. A few corners later, another BMW is off bad, and I can see some fluid on the inside line. *"Now that will close the track"* he says. Nevertheless, we press on, and before you know it, I've completed a lap on the mighty Nurburgring! I'm actually a bit relieved the track is closed as it gives me a few minutes to reflect.

Wow. The elevation changes are something that is not accurately reflected in videos and sims. I remember driving at Infineon/Sears Point/Sonoma thinking the same thing—the elevation changes are intense. On the Nordschleife, each corner is scary because they are blind (not to mention many off-camber). There is a sense of nostalgia and beauty to the place. Until you catch someone or are caught, you are alone with your thoughts, surrounded by the trees and the red and white curbing. Or maybe I'm just over-analyzing this amazing experience, and 'Ring regulars are thinking "whatever, it's just a track." Well, to those of us in the states it's more. It's a place of legend, you really don't expect to be driving on it one day. An hour or so goes by and the track re-opens. I let everyone pile out first and follow shortly after. Dale says that I did quite well and is encouraging me to pick up my pace a bit. I'm surprised. He claims I'm in a bullet-proof car and I'm showing good instincts and responses, so off we go.

A 991 Turbo S bears down on me after the long straight. I'm a bit preoccupied with him and go a bit too deep into turn 1. I

regain my concentration and start linking together some nice lines. Confidence is building.

I catch up to a black 991 GT3 and decide this is a great car to follow. After a corner or so, Dale says he's holding me up and I should make a move to pass. I counter that a GT3 is a fast car and I'm probably fine staying behind him. Dale disagrees, and again insists that I should pass him. Before I can think, I hear this angry roar behind me. The noise is similar, somehow, yet different. Aggressive, angry, very angry, and...oh my, that's a Lava Orange GT3RS, headlights blaring, right on my ass!! It's a moment that takes your breath away a bit. Top of the Porsche food chain devouring my rear-view mirror. I motion over, he passes with another 991 GT3 in tow. *"Go with them!"* yells Dale. What I would pay for a snapshot of my field of vision at this moment: my white and black Alpinestars gloves gripping the platinum stitched alcantara wheel of my dream car, the GT4, while out through my windshield, two GT3s and a brand new RS dance within a few feet (err...meters) of each other on the mighty Nordschleife! Seriously, pinch me!

We all pass the black GT3 and the other feisty two disappear into the distance. I'm overwhelmed with emotions, and subconsciously I start pushing each corner a bit more and more...until I see Dale suddenly slam his foot down on an imaginary brake pedal and brace himself. I (think I) nail the apex, he says nothing, and we finish the lap. Realizing I'm low on fuel, we go for a quick fill, and I ask Dale about his reaction. He laughs sheepishly and makes light of it. I press him, as I could sense his reaction was that of genuine concern (or terror). I ask what I did wrong and he says, *"nothing actually, you hit that apex and tracked out perfectly, but were carrying a LOT of speed. Had you been another 3-4 inches over, your wheels would've dipped into the grass, which is wet there due to the trees, and we would've spun into the wall. Game over."* My heart sinks. *"But don't worry, we'll tidy everything up on your next lap."* My natural tendency would be to keep pushing for more excitement, but I'm wise enough to know this isn't the place to do that. I tell him I've accomplished what I set out to do, I'm going to buy my sticker, and live to fight another day with my new car in one piece.



We left for Liege, as I needed to drop my girlfriend off at the airport in Brussels the next day. I figured this was a good middle ground for the next stop: Spa-Francorchamps.

Over the next few days I encountered miles and miles (and miles—no exaggeration) of traffic. I was lucky to be going the opposite direction and avoid it in most situations; it was so bad people were parked and out of their cars, talking in groups. I'm guessing they were stuck there for hours. It turns out there were protests against the government, and they were shutting down roads. My Garmin wasn't much help (again), so I tried venturing off the main roads to avoid the delays, only to find myself in strange places. I ended up in a field where the road turned to dirt, and later in a roundabout where each exit was blocked by burning tires and men giving me the 'get outta here' look.

Given the lengthy delays, I thought it would be wise to change my hotel stay and try to get as close to the track as possible. To my surprise, I found there was a hotel called La Source. This has to be close, I thought. Oh boy, was it ever. The drive in should have given me an indication. The town seemed deserted, I was the only car on the road. I know I'm in a foreign country, but I started to notice odd signs as I approach the hotel. I began to realize that I was driving on the old circuit! The whole place sort of oozes a motorsports vibe. There was an old 70s-era Vette in the lobby, with checkered-flag lines painted on the pavement entering the underground secured parking, which was filled with covered race cars awaiting their turn on track.

Seeing how close we were to the track, I asked if there were any rooms with a view when I checked in. The woman at the desk said only the end unit and the suites have a balcony. I figured it can't hurt to flirt, and flash a smile. She said she would see what she could do, and what do you know—it worked! Here is the view from my balcony. I could hear the wail of engines off in the distance:



Yes, that is Eau Rouge from my balcony! How cool is that? What was not cool was the bad weather had returned. It began to rain and was projected to rain all through my track day. Oh well, nothing I could do about it, so I tried to get some sleep.

The next morning, I pull into the pits at Spa-Francorchamps and walk inside for registration, past the main control center. The classroom instructor tells everyone that this will be a fun, relaxed day. Passing will only be once indicated and via the straights. No need for timing gear, no need to go all out,

no one here is setting records, we're all out to just have a good time. I'm grinning ear-to-ear at this point. That is, until I went back down to the pits. Seems most drivers heading out on track weren't in that classroom. There is some crazy, serious artillery, and I don't think they got the friendly non-competitive message! There's a Cup Car with tire warmers on airlifts; a Blancpain Lambo (seriously?); a few garages full of Radicals of all types; a Caterham 620R; many Race-spec 1 series BMWs; a race-prepped Cayman; a number of GT3s, and even another GT4 with the sign "STUDENT DRIVER" on the side.

So, conditions were not ideal for my first time at Spa—a high of around 45 degrees, with mostly drizzle, turning to rain and back again, all throughout the day. The instructors just laughed, "*It always rains here.*" It reminded me of Handsome Rob narrating Audi's *Truth in 24* when he opens with "*It always rains at Le Mans.*"

What a great event—it was open track, open pits, all day. No run groups, just head out or in whenever you want. The instructors were also very friendly; I highly recommend the RSR track days.

I was dying to push really hard and get in as many laps as possible, but the rain kept my intentions at bay. I got the back end to step out a few times, each time at low speeds, where I simply over-rotated due to lack of grip. I'm sure it was mostly user error while on Cup2s in the rain. I kept cutting myself short (4-8 lap mini-sessions) when the rain intensified, and thought it best to pull in. It was tough (for me) to push much in the rain, seeing how it didn't take much of a mistake to nearly spin.

In one of my last stints, I started to fall into a rhythm and develop some speed. I caught up to a race-prepped M3. I was able to pass and put a small gap between us over a few turns. I'm assuming the driver didn't like being passed, as he put on an aggressive charge and caught back up to me. Sensing he was pushing way harder than I was, I signaled and let him pass...only to see him spin out in front of me and crash into the barriers exiting Pouhon.

The driver was fine, so I continued, but I felt it best to call it a day after I found myself hitting a patch of water in the valley of Eau Rouge, barely able to see, with the WAIL of an insect-blood-colored Lambo passing my window. He went from being a speck in my mirror to a dot in the distance in a matter of seconds, throwing a 30-foot-tall rooster tail into the air behind it.

Eau Rouge was oddly not that difficult. Granted, I probably could have carried more speed, but I felt once you knew the complex, you simply had to trust where to point the car and it sort of fell into place. I think the best part of the turn is the build up—you are driving down toward Eau Rouge for a few seconds, so anticipation builds. How hard do you push? Then once you hit the valley, you climb up and over rather quickly. The pucker moment arises when you crest over the top on the exit. You need to be pointing straight, otherwise you could lose grip.

In all, a great (albeit wet) experience!

After seeing how perfect of a landing spot this hotel was, I decided to try to replicate the same scenario at any track that was in the vicinity of Stuttgart, where I needed to drop the car off shortly. So, off to Hockenheim.

HockenheimRing had a lot of leftover DTM finale paraphernalia everywhere, but that only exaggerated the effect that made it seem like a deserted track. I checked into the 'hotel', but the place was like a rundown college dorm. I sat in the room for about 15 seconds before needing to leave and go exploring. I asked if I could drive the track, but they had no idea what I was talking about. I sort of snuck into the grandstand to get a look at the place and saw 4 motorcycles racing each other, with a random Mercedes SL taking a joy ride. Surely I can join, no?

I drove until finding a sign that said "no admittance past this point." I stayed there for about 20 minutes, taking random photos, wavering—do I go in or no? No way, the sign says no, they are German, they won't like the silly American trespassing...but...hell yes, you go in, you are at HockenheimRing in a GT4! When will this ever happen again?



OK, I go in...and quickly get to a guard booth. Uh oh. I pull up, they look at the car, smile, and raise the gate. Apparently the GT4 is an all-access VIP pass! I ended up in the pit area. There were a number of large trucks packing up what was left of the DTM race displays. I went into a few buildings hoping to speak to someone (or anyone) in the hopes of being allowed on track. The place looked like a combination of *28 Days Later* and the fake office in *Boiler Room*. Random garbage on the ground, empty offices, abandoned buildings—it was eerie, and a complete 180 from the feeling at Spa.

I'm about to leave dejected when I realize I can literally just walk/drive/skip right through the pit garages and get straight onto the track. Besides a few sporadic workers packing up, this place is so desolate—I know I could get in a few laps at full throttle before the flat-6 noises alerted someone to my presence. *Go for it, just do it*, my evil voice says. I start the car, but then think—driving into the pit facilities uninvited is one thing, but unauthorized joy laps?? *Zee Germans would not be pleased!* I leave with my tail between my legs to live another day, without landing in jail.

I wake up at 4AM to get the car back to Stuttgart, but have to give her a wash before her long journey back to California, so I stop at a hand wash that my Porsche chaperone and I had previously scouted out. As I'm pulling into the Porsche facilities, it's very early and dark. The streets are empty, other than the workers who are walking to their morning shifts. The GT4 greets them with sports exhaust clearing its throat in the cold morning. The workers all take notice as I slowly drive past, with a look that's hard to describe, yet we all know it. It's a look of admiration of their work, their brand, and their life. Maybe I'm reading too much into it, but after the entire trip/pilgrimage, factory tour, museums, education, and racing history, it's a look of pride I'll always remember. I felt honored to be driving my unicorn.

To cap off my story, I had another plan while on our trip. I had booked some nice places to stay in scenic locations, but I was quite pressed for time, due to the large distances covered and various visits scheduled, and I was forced to improvise a bit. So, after my laps on the Nurburgring, with my adrenaline still pumping, I took my girlfriend to the top of the Nurburg castle. From the highest lookout point, we had a 360-degree panoramic view of the forests of the Eifel Mountain range and even pieces of the track, so it seemed like the perfect time to get down on one knee and propose. She said yes; we're engaged!

My girlfr—excuse me, fiancée, made this Instagram collage:



The location started as an improvisation, but has some pretty neat 'bonuses.' For one, every time we watch a broadcast of racing at the Nurburgring, they usually start off by showing a picture of the castle, so now we'll always remember our moment up there by ourselves. Moreover, I get to say: *I gave her a ring at The 'Ring!*



Autocross at the Q



February 6, 2016



Photos by Greg Phillips

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Tamie Bartram
Poway, CA
2016 Cayenne GTS

Bruce Bird
San Marcos, CA
1990 944 S2 Cabriolet

John Hine
San Diego, CA
2010 911 Carrera 4S Coupe

Steve Holstein
Lakeside, CA
2006 Cayman S

Ken Karl
San Diego, CA
2001 Boxster S

Blake Kirby Mr.
San Diego, CA
2015 911 Turbo S

Paul Kwan
San Diego, CA
2003 911 Turbo Coupe

Joon Lee
San Diego, CA
2013 Panamera S

Keith Levin
Indio, CA
2010 911 Turbo Cabriolet

Genette McGowan
San Diego, CA

Michael McGuinness
San Diego, CA
2013 911 Carrera S Coupe

Eric Meschen
Coronado, CA
1986 911 Carrera

Robert Moore
Oceanside, CA
2004 911 Turbo Cabriolet

John Morgan
Carlsbad, CA
2014 911 Carrera

Adam Rideau
Temecula, CA
2008 Boxster S

Kevin Sechrest & Noelle Sechrest
Leucadia, CA
2006 911 Carrera S Coupe

James Smithson
Encinitas, CA
2001 911 Turbo Aero Kit

Kenny Trask
Vista, CA
2008 911 Carrera S Cabriolet

Guillermo Velarde
Rancho Santa Fe, CA
2012 911 Carrera S Cabriolet

David Vitale
San Diego, CA
2006 911 Carrera S Coupe

Colin Wilson
San Diego, CA
2001 911 Turbo Coupe

Anniversaries

Five Years...

Dave Ewers
Andrew Newcomb
Jim Powell
Nelson Tabinga

Ten Years...

Roger Miles
Jason Scheffer

Twenty Years...

Kenyon Blower
Christopher Swartz
Gary Zeugschmidt

Twenty-five Years...

Ray Benkendorf
Bernhard Meyer

Thirty-five Years...

George Evans

Forty Years...

Julio Velandia Jr

Forty-five Years...

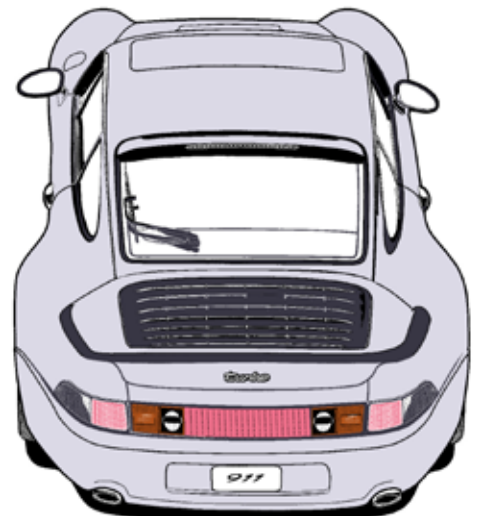
David Goodell

Fifty Years...

D Hytrek

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Secondary Members:	1016
Total Members:	2635






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Members of San Diego Region PCA may place, at no cost, ads of up to 25 words to buy, sell, or trade specific items. Member ads of more than 25 words are charged at 20 cents per additional word.

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 2-13-16



Photos by Greg Phillips



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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 997.2 C2S Cab, Very well maintained. Baby. Must sell. Daily driver 63k odo. \$60k OBO Call for photos. (858) 204-6473

92' 968 Coupe 6 Spd Enthusiast owned, 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, current-reg 240k mi \$11,250 Bill (619) 889-5689

'97 993 silver w/red interior classic air-cooled top down fun 57,500 transferred out of country, need to say goodbye. (760) 840-7711

TRACK/RACE CARS

Great 993 Track car Fresh tranny, engine, suspension, electric steering. Fast and completely sorted out! Too many mods to list here. Serious inquiries! \$54K (760) 917-4432

'78 911SC track/AX car with Featherlight trailer /Race Accessories - make offer Rebuilt engine, headers, dyno (185.7 hp), WEVO short shifter, tranny rebuild, LSD, Smart Racing bars, MOMO wheel, Carrera oil cooler, IROC tail, Cool brake kit, 3 sets wheels (Fuchs, BBS,7x16,8x16), roll bar, G2X, 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

OTHER VEHICLES

2010 BMW 528i 94k Miles. Dark Metallic Grey with Grey leather interior. Sunroof. New windshield. New starter. \$14,500 OBO. Mark (858) 864-3163

69 VW Bug Drivable and all together. Engine rebuild some years ago and other replacements. Some parts included. Owner since 1977. \$3,000 OBO. (760) 505-4090

PARTS

Boxster Wheels For Sale Pair 17x7 front 17x8.5,17x9 rear Painted black in excellent condition. Porsche center caps included. \$350 Clark @ 760-670-5327

997 NB Lobster forks-Tires \$1200 997.1 Lobster fork wheels(Narrow Body Fitment) and tires. Tires are ContiSport 3 (front) and ContiSport 5 (rear). Rear tires have less that 500 miles. Front are 80% tread remaining. Wheels are used and have some rash. Contact: Lhawkins78@gmail.com Located in Coronado. (619) 762-0300

Porsche Aluminum Pedals Lightly used aluminum pedals with foot rest to fit automatic or PDK Porsches. Buyer to verify fitment upon viewing. \$60. (949) 536-4431

We Install Your Parts Preston's Automotive can professionally install any part that you have purchased, but cannot install for yourself. 30 Years in business honest and reputable. www.prestonstire.com (619) 460-8311

1974 911 Steering wheel, good condition \$125.00. Targa polished stainless steel roll bar, 200.00 obo. Steven (858) 254-2650

Nitto NT01 245/275x18 for sale USED 1.5 sessions at Buttonwillow to warm up. Excellent condition. \$750 Jae (858) 581-1101

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

20" Porsche Classic Wheels Set of 4 wheels with factory Pirelli tires, 245/35 ZR & 295-30 ZR used on a 2013 Carrera. Excellent condition. \$2500 (619) 517-0009

Lots of parts Both air and water cooled Porsche parts. Most are virtually brand new, removed from a spec racer build Email your needs Jay@porshepartsguy.com

Stebro Boxster Racing Muffler Used briefly. 100% Stainless steel, thru-mufflers, minimal weight, perfect for 986 Boxster Spec or track car. \$450 Russell@LightningMotorsports.us (858) 442-7466

986 gray full carpet kit Great condition, beautiful color, singl tear near gas pedal. \$200obo, text Jason, will be in SD region soon (661) 904-5364

986/996 8-way full power seats From lo mileage vehicle, guards red contrast stitching, need minor repair \$800 pair L. A. area, text Jason (661) 904-5364

FS: 986/996 Litronics Worn rubber seals (aesthetic only, does not affect function or seal), great condition, from '00 65k mile vehicle \$900, text Jason (661) 904-5364

WANTED

911 SC engine in good working Steven (858) 254-2650

Looking for 993 Coupe Private Party, looking for 993 Coupe, manual transmission, sold my own 993 convertible few years back and would like to replace with coupe with low miles. Please email or call me.. (858) 869-4669

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

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

MISCELLANEOUS

Panorama and Excellence Mags Many issues of both dating back to 1991. Free to a good Porsche home. (619) 857-5597

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Registering Porsche and Driver for the Zone 8 Classification Site!

By Steve Grosekemper
PCA-SDR Tech Advisor/Scrutineer
Tech Inspection chair AX/TT/DE

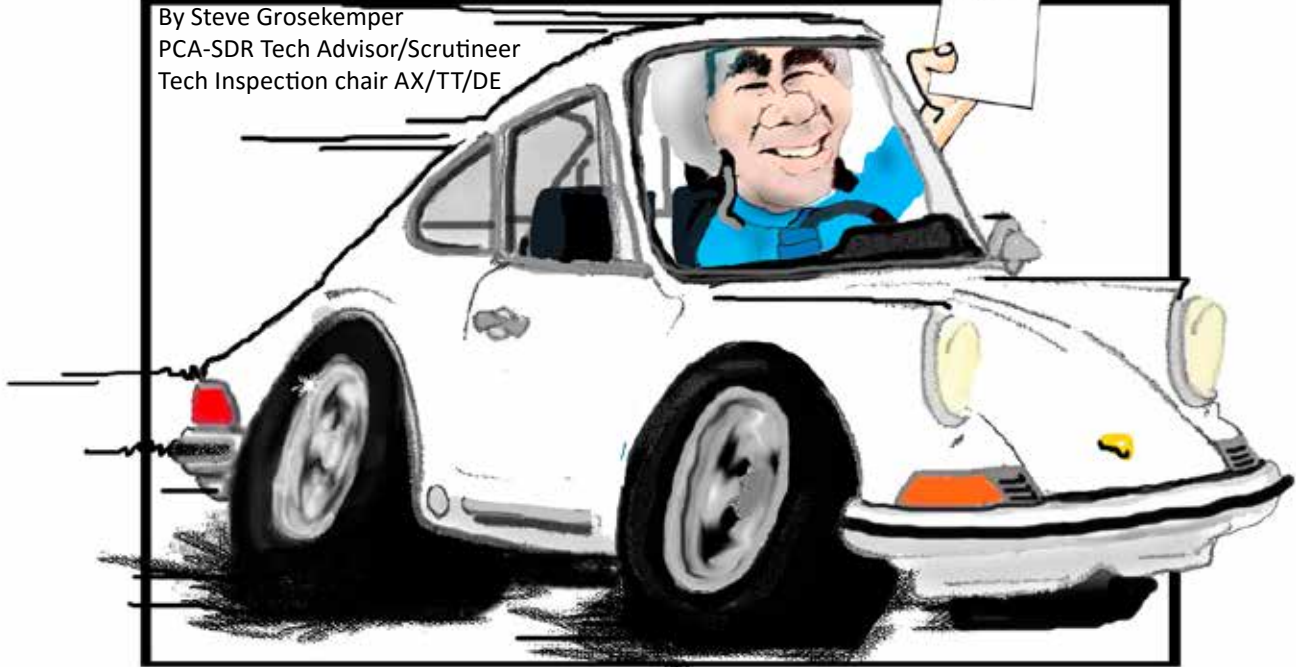


Illustration by Gary Burch

So you have signed up for a SDR or Zone 8 driving event on MotorsportReg.com, <http://pcasdr.motorsportreg.com/>. Next thing to do is register the Porsche and its driver. If you have a non-Porsche, but are participating in a performance driving event, fill out the spreadsheet located at http://www.zone8.org/assets/docs/DE_TT-SafetyEquipCalculator.xlsx and provide the resulting Performance Equipment points calculation when asked.

Start by going here to the Zone 8 Classification site, <http://zone8.pca.org/CarParams/Default.aspx>.

You will do the registration process once, then before each event it is only 3 quick clicks or less until you have a printed tech sheet customized for your Porsche!

Click the Log In button in the upper right corner.

If this is your first time you will need to register first, so click **"Register"**.

You will be taken to a registration page where you will enter your first and last name, car number and PCA region.

If you don't have an assigned car number it can be entered later, just skip it.

If you are a POC member, welcome! Just select **"Not a PCA Member"**.

If your region is outside Zone 8, select "Other".

Click **"Next"** when done.

The next page is the **"Create a New Account"** page.

Enter a login account name. This can be your full name or PCA or forum login. It doesn't matter as this database is not connected to any other Porsche database. Use something you will remember.

Add an e-mail address. Use a consistent e-mail as this will be used to reset your account if you forget your password or if there is an issue with your account. We won't e-mail you and you will get no messages that you don't request.

Then add your password (twice).

Finally select **"Create User"**.

The page will redirect and if you did everything right it will open to the home page and your username will appear in the upper right corner in a "Welcome" message. Congratulations! The driver (that's you) is now registered on the Zone 8 classification site.

For everything else you are going to want to do you will use the drop down menu in the upper left corner under the **"Car Classification"** header.

Next you will need to register a car.

Select **"Add a Car"**.

A new page titled **"Add New Car"** will appear.

Select a year and model of your Porsche.

If your car is heavily modified and you are applying for an Update/backdate modification, select that button and info.

Now press **"Save"**.

When you do this a new line will appear "The Car was saved - Classify this car".

Click **"Classify this car"** and this will start the classification process. When you add a new car or update the account this is the page you will start from.

Let's Classify that Porsche!

Page 1 (Tires)

Fill in the color of your car and any notes that apply like "Silver-AX".

Input the section width of your front and rear tires.

This will be on the tire sidewall like this "235/35-18".

The first number (235) is the section width.

Then input the tire's tread wear range. This is how long the tire lasts or how much traction it has.

You will find this on the tire sidewall in small print (5mm high) next to the traction and temperature ratings.

The lower the number the more traction the tire has and the quicker it wears out.

A common number is 180, so you would select 140-200 (20 points).

Now select the **"Next"** button.

Page 2 (Suspension)

Read the questions and select the ones that apply concerning track and suspension modifications and PASM.

Questions with a "more" tab will offer additional detail to help you decide if this modification applies to you.

When done click **"Next"**.

Page 3 (Suspension & Brakes)

Read the questions and select the ones that apply concerning springs, sway bars, shocks and brakes.

See discount packages. If you have a special performance model that is listed here, select the box that applies.

If a box is already selected do not unselect it.

When done click **"Next"**.

Page 4 (Spoilers, Drivetrain and Windshield)

Read the questions and select the ones that apply concerning Spoilers, Drivetrain and Windshield.

If Limited slip differential is already selected, do not unselect it.

When done click **"Next"**.

Page 5 (Intake, Engine, Exhaust & Weight)

In this top section mark all Intake, Engine & Exhaust modifications that apply.

Or if you have a car that has some of these modifications but they are not optimized, you have the choice of using a dyno number instead of the specified points penalty number. An example would be where a non-stock camshaft was installed (50-points) but this only netted an additional 20 H.P. (35 points). It would then be more advantageous to dyno the car instead of taking the bulk modification points.

If you do use the dyno option, you must be sure to take a filled out dyno certification sheet when the car is tested.

Get the dyno certification form here: <http://www.zone8.org/assets/docs/Z8DynoCert.pdf>.

You must make 3 dyno runs and take an average of the three top HP runs. That is what is printed on the sheet.

Then add the weight of your car if it has been reduced more than 1.5% of curb weight.

This is with all fluids in the car and no driver.

Now click the **"Finish"** tab (VERY IMPORTANT – you will have wasted your time if you do not complete this step).

Page 6 (View Car Info)

This page gives you all your classification info on one page.

See your Class, Base & tire points, Performance Equipment (PE) points, and required safety equipment.

You will need your Class to register for AX and all of these to register for DE/TT

See the final section titled: Required safety equipment based on performance equipment points.

The items listed in red are the safety equipment you will be required to have in order to run the event.

Customization and printing of the Tech Inspection Sheet

Once completed you may add additional cars or configurations.

You may want to have one set up with street tires for Autocross that you can drive to the event and one configuration for Time Trial with racing tires and open exhaust. Distinguish these two separate configurations with a note under the color line.

One could be "Silver-AX" and one could be "Silver-TT".

If you want to change user info or change your password, select the **"My Account"** tab.

Now the best part; printing out a completely calculated tech inspection sheet!

Go to the main menu (upper right) and select **"View/Edit my Cars"**.

When the page opens up you will see one line per car with all the info and links you need.

Go to the third box from the right (PDF) and download your tech sheet to your desktop.

(Completed-Z8-TechForm.pdf) Do not open the document in your browser.

Open the PDF document in Adobe Reader or Pro or another full feature PDF program. Look in the center section of the first page and note that the points categories are all filled in. Then go to the top of the tech sheet and note that your name, car number and class are already filled in. Fill out the rest of your personal information below your name and above your car year and model.

Note: *If you plan to run in 944Spec, BSX, BSR, 911Spec or any other national one-design class you should select that class when you register but you must still run your car through the classification tool to determine your Performance Equipment points thus the required safety gear for TT events. When you print the PDF as explained above, your CC class will be shown. Change that to your one-design class.*

If you have Adobe-Pro you can save the document and just click on and print the document for each driving event. If you only have Adobe Reader, it will not save. Just print out several copies so you won't have to enter all the personal info for each event. PCA Zone 8 does not collect or share personal information and that is why it is not saved on your tech sheet.

Take this sheet to the event for onsite tech inspection (AX, DE/TT) or to a pre-tech station for (DE/TT). Print both sides of the sheet if this is your first event and only page 1 if you have run with us before and you are sure your classification is correct.

FAQ: *If you have an early Apple product and the drop down menu doesn't work, try a device with a later iOS or a non-Apple product.*

If you have read this document *thoroughly* and still can't complete the registration/classification process, contact the Tech Advisor for assistance at techadvisor@pcasdr.net.



PCA San Diego Region offers you another opportunity to enjoy driving your Porsche on some great backroads ...

(... which if you think about it, is probably the reason you bought the sucker in the first place).

This non-competitive tour on Sunday March 20 will start from the South West Corner of the North County Fair parking lot near BJ's Restaurant and Brewhouse

204 E Via Rancho Pkwy, Escondido, CA 92025

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08:00 Meet/greet (and sign the waiver)

08:15 Mandatory Drivers meeting

08:30 ... SHARP!! Tour Departs

If you have Motorola two-way Family Radios - bring them along.

This tour will finish at an ideal location for lunch at around noon, leaving ample time for the German car cleaning ritual.



MARCH 12-13
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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 awards will be determined by the totals of the best 8 championship races from the 9 West Coast Events.
Each West Coast Event will have 2 championship races. Ties for the first three positions will be broken by the highest total in
the 9th race, then the 10th race etc...

You may review the rules on the Club Racing website via PCA.org

FOR MORE INFO: wcs@pca.org

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Tom Gould
witnessads@pcasdr.org

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All rates are quoted per month with a minimum commitment of three months. Ads may be prepaid or automatically billed to credit cards.

Type	Width x Height	Monthly
Full	7¼ x 9¾"	\$200
Half	7¼ x 4¾"	\$125
Quarter	3½ x 4¾"	\$75
Eighth	3½ x 2¼"	\$50
Key Position		\$325

Sizes are strictly maintained. Bleeds are available only on full or half-page ads.

Submissions

We prefer that materials be submitted in .JPG, or .PDF formats. Please send files to editor@pcasdr.org. We reserve the right to edit or refuse to print any ad.

Deadline for submitting new ads or changing existing ads is the tenth of the month preceding the issue date.

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PCASDR website: www.pcasdr.org
Zone 8 website: zone8.pca.org/
National website: www.pca.org/
AX & TT Results: results.pcasdr.org/
Online registration: pcasdr.motorsportreg.com/
Forum: forum.pcasdr.org/forum/
National Calendar: www.pca.org/calendar/pcacalendar.aspx
National Tech Q&A: www.pca.org/techqa/techqa.aspx
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Greg Phillips, Editor

To:

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