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# WINDBLOWN WITNESS

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

April 2016





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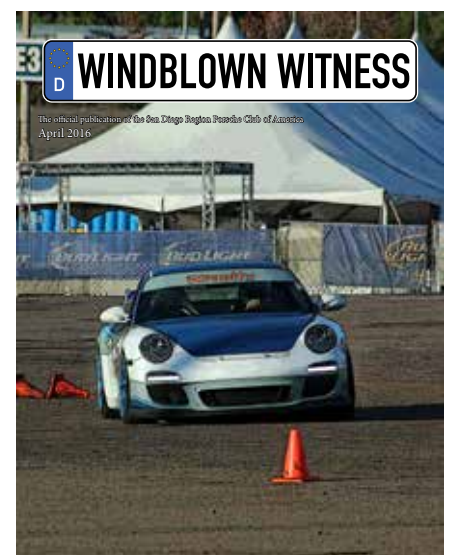
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## Up Front- Where the Engine Belongs



I hate deadlines. Since this was supposed to be a quiet month, April is going to be very busy for me.

Looking back at the March calendar, I missed many of the events. I did make it to the Krispy Kreme & Cars as well as taking pictures at the PDS on Saturday for the lunch group photo and then on Sunday in the afternoon when I had finished my morning rounds. But I missed the Friday chalk talk and did not instruct this year for the PDS due to the work conflicts. I also missed the board meeting, Concours Judge's School and the Back Roads driving tour along with the autocross today at the Q.



But I will be leaving shortly on a week-long Porsche & Parks Great Tour so I need to final-

ize this column and finish the Witness for April. As a tune-up for the tour I decided to drive up to Thunderhill Raceway in Willows, Ca. to instruct at a PCA Diablo Region DE. Look for pictures and details in next month's Witness, but I can tell you it is a very nice track with excellent facilities; but a long drive to get there.

For the rest of April after I return from the tour it only gets busier. The next Wednesday is the board meeting at the Wing residence in Point Loma. The following weekend will be the California Festival of Speed at Auto Club Speedway. And since it is a 3 day event, we will be leaving on Thursday. Turnout for both the time trial and club race have been excellent and over 100 drivers are on the rosters pending final approvals. It will be a great event so plan to be there.

The following weekend is a Tax Time Rally on April 16 and then Cars & Cigars on Sunday then on April 23 is the next autocross at the Q. The next day is Baseball Day at Petco Park with the St. Louis Cardinals in town for an afternoon game. The Last Tuesday Social is in Encinitas at the Beachside Bar and Grill.

And to top off the month, we will be having our Willow Springs Club Race and Time Trial April 30 and May 1! This

should be another great driving event in Rosamond, CA so plan to attend before we take a summer hiatus from the big tracks. Big Willow is the Fastest Road in the West and their first race was in 1953. It is a benchmark track for Southern California drivers. Just 9 simple turns that can take many laps to learn all the nuances of the track. You should plan on attending even if you are not driving as it will be a fun weekend for all Porsche enthusiasts..





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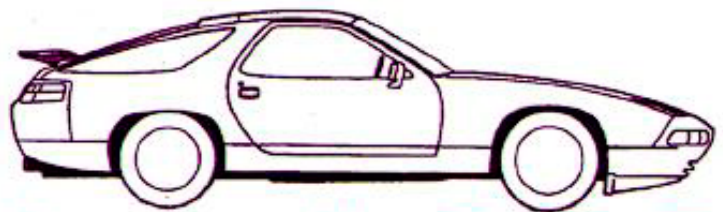
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*Dan Carusillo,  
SDR President*

# HAMMER DOWN

## ***Jan and Marcia Brady***

Perhaps you remember the Brady Bunch. A classic sitcom that focused on, amongst many things, sibling rivalry. Maybe it's organic, maybe it's divine intervention, but for some reason I started to compare performance driving to the Brady Bunch. Yeah weird, huh?

Anyway, I pictured the three sisters, Cindy, Jan and Marcia as parts of my car.

Parts of my car...WHAT? Is my vision an omen of insanity? Well hold on.

Remember Cindy the baby, who is only featured intermittently. Marcia the oldest, ALWAYS getting the most attention. Finally, Jan the neglected middle child. Poor Jan, continually overlooked.

The point is this. Marcia is the gas pedal. It's always Marcia, Marcia, Marcia! Cindy is the clutch or dead pedal in cheater cars. Jan is the brake pedal. Stuck in the middle, non-glamorous, an afterthought. That's right, Jan always saves the day but gets no props.

The pedal in the middle does a lot more for performance driving than slow one down. It can also make one fast. In the array of competitive driving techniques, including difficult skills such as rotating the car, throttle steering and driving the line; proper braking can be THE most difficult skill to master. With newer cars, ABS has evolved to cancel Jan's hit sitcom. Of course the reruns are always playing on the older air-cooled networks. But by relying on ABS you are not using the most efficient techniques and not mastering the art of braking. Now, no one is saying ABS prevents masterful braking technique. It just

camouflages the art a bit. Like Jan's invisible boyfriend.

If Jan and your brake pedal were here and able to talk. They would ask, why does everyone always brag about Marcia, Marcia, Marcia and her gas pedal? Where are the jubilant cries of a seamless heel/toe melody? The giddy rants over perfect threshold into trail braking. The absolute sublime execution of left foot braking. Balancing the car with your feet, as if it was on them?



If this is beginning to sound a bit Zen-like, then you get it. You get why Jan is frustrated. But fear not. Jan emerges victorious, because better braking wins races.

Of course there are many classic tomes that illustrate Jan and all her tricks. *Bob Bondurant on Performance Driving* and *Going Faster* to name a few. But if you found the Brady Bunch analogy as captivating as it is implausible, then *The Art of Racing in the Rain* is for you.

*Hammer Down*

Dan Carusillo  
President SDR





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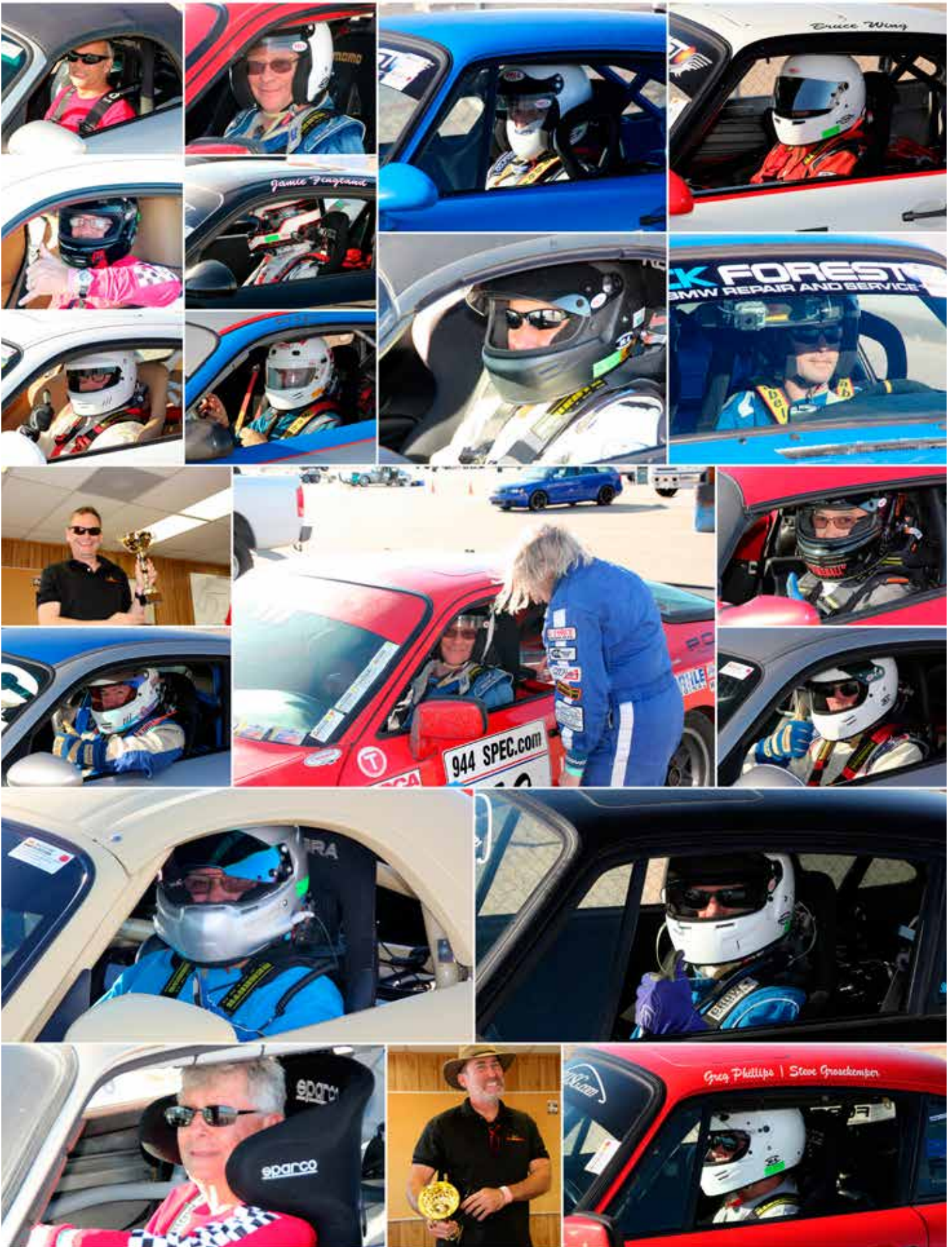
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# March Board Meeting

PCA-SDR Board Meeting Minutes  
March 2, 2016

Tanaka/Fenstermaker home  
337 Skyline Drive, Vista, CA

## **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 February 2016. M/S/P. One email vote occurred to change the Concours date to 9/17/16 since the last board meeting.

**Treasurer: Bruce Wing** requests that any deposits to club accounts are identified as to what they are for and email treasurer that information for each deposit. Two checks for Buttonwillow and one for winter formal were not accepted by bank and Bruce discussed efforts to collect from members by 4/1/16 or they will be prohibited from future club activities. Update on 2015 tax return, nothing owed for taxes. **Bruce Wing** submitted monthly report. M/S/P.

**Old Business: Dan Carusillo** discussed ways chairs and committee members could receive tentative club calendar communication via email. **Dan Carusillo** discussed the best way to synch the chair, committee member and volunteer list for website, Witness and alias list. **Sara Gengler** will send file to Dan Carusillo, Greg Phillips and Greg Bartley. **Dan Carusillo** would like to come up with a "join-the-club" form for car

purchases at the Porsche dealers and asked Karen, Javier and Giselle to come up with ideas to bring back to the board. **Bev Gould** introduced Cara Lyn, Concours Co-Chair. Input was solicited for the E-vote Committee. Input was solicited for transponder purchase. UCSD Society of Automotive Engineers (SAE) students update.

**Concours: Bev Gould** introduced Concours Co-Chairs: Cara Lyn Greco, Ross Clark and Robert Schweizer and Concours Committee members Geronimo Guevara, Rafael Gomez, Guillermo "Memo" Velarde. Advisors are Bev and Tom Gould and Steve Lopez. **Bev Gould** presented a budget for the 2016 Concours event. M/S/P. Bev Gould presented a budget for the SDR Judges School. M/S/P.

**AX Report: Mark Curran** provided Feb 6th AX report and reconciliation. Upcoming AX on 3/26/16 will be attended by SAE members, who will be available to corner work for drivers who wish to donate to the SAE club. Discussion ensued about precedents of non-driving participants corner working. Corner workers will receive training and will sign waiver, and AX students will continue to corner work with their instructors to receive the benefit of the corner working experience.

**Social: Victoria Varon** provided a recap of Cupid's Pairing event and Cars and Cigars. She will continue to schedule Cars and Cigars events. Upcoming events

updates: Padres event, Progressive Dinner, and Porsches and Parks. Update on California Festival of Speed PCA SDR social event. Not to Exceed \$2,500 budget for a PCA SDR Social Event on Saturday. M/S/P  
**Webmaster: Greg Bartley** provided an update on website migration to new host along with email and the following applications: AX, Zone 8, Parade and Tech. PCASDR.net eliminated. Marcus Kramer is currently reviewing alternate anti-spam services. Article aggregation added to site for "auto-blog" functionality. Unique visitors up 35%; number of visitors up 10%. Website nominated for PCA National website contest review.

**Tech Session: Jim Mullady** provided update on first session of the year at Makellos Classics with 45 members in attendance. The Tech Session Committee is planning a future tech session at Hoehn Porsche featuring new, turbo-charged Porsches on 5/14/16, 6/4/16, 6/11/16, or 5/28/16.

**Insurance:** Per **Cathy Young** the insurance is up to date. PCA SDR insurance cannot cover non-driving events at car dealership in replacement of the dealer's coverage. Chair reminder: A minimum of two weeks is needed to get insurance. Coverage is required anytime a car is moving or on a lift. It is the committee chairs' responsibility to notify Cathy Young of any insurance needs.



**CDIQ:** March PDS update, 39 students enrolled as of now, target 48, need another 9-10 instructors.

**Tours:** Update on 3/20/16 tour starts at North County Fair, insurance is in place.

**Military: Rick Richardson** requested approval for Eastlake Car Show date 6/19/16. M/S/P. Marine Corps Recruit Depot Car Classic, date to be determined, anticipate June 2016.

**Sponsor: Javier Varon** provided a sponsorship update; San Diego Porsche would like a future tour to start at the dealership.

**Rally: Eric Marc-Aurele** reported that the gimmick picture rally is coming up 4/16/16 The Rally will start at North County Fair.

**E Master: Send Bev Gould** events to advertise.

**Vice President: Karen Garcia Raines** reminded members that volunteers are needed for California Festival of Speed, April 8-10 at Auto Club Speedway in Fontana. Volunteers will get free parking (\$10 value), a t-shirt and a chance to meet more of your fellow PCA members. The great need is help with corral parking and traffic control. Contact [volunteer@calfestival.org](mailto:volunteer@calfestival.org) to see how you can help.

**No Report Submitted: Charity:** Lori, **Museum:** Michael H, **E Master:** Bev, **Historian:** John, **Goodie Store:** Bob & Betty, **Legal:** Jim, **Safety:** Mark Rondeau, **Club Race:** Greg, **Speed Fest:** Katie K, **Social Media:** Marc, **Witness Billing:** Tom, **Forum:** Steve G, **Archivist & Policy:** Tom Brown, **Witness Editor:** Greg, **Ax Equipment:** Keith, **Volunteer:** Sara, **Driver's Awards:**

**Katina & Tami, DE/TT:** Robert & Jack, **Vice President:** KGR  
**President/New business:** Nominations needed for text blast moderator to work with Robert Baizer who will handle the technical side. Members will have to opt-in to receive (one-way) text messages using phone text data from Motorsport.Reg. Written policy is needed regarding how this would work, message size, what types of messages would be sent, categories of event (e.g. social, track).

**Announcements: THANK YOU to Craig and Maya for hosting!**

**Next Meeting:** 4/6/16 at the home of Cindy and Bruce Wing, 4475 Del Mar Avenue San Diego, CA 92167



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**APRIL  
8 - 10**

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# April 2016- May 2016

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## Apr 6 Wednesday Board & Member Meeting

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

**Place:** Wing home. 4475 Del Mar Avenue, San Diego, CA 92167, 619-988-0772.

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

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## Apr 8-10 Weekend California Festival of Speed

**Time:** Events start at different times - check the calendar at [zone8.org](http://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.

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## 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.

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## 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. Limit 40 cars

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## Apr 17 Sunday Cars and Cigars

**Time:** 11:00AM.

**Place:** Churchill Cigar Lounge & Wine bar, located at 7094 Miramar road, San Diego, CA 92121.

**Details:** This is an San Diego Region event where members meet informally to socialize check out each others cars, discuss all things Porsche and enjoy a cigar – if you so choose..

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## 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](http://www.motorsportsreg.com)

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## 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.

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## 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

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## 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.

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## Apr 30 - May 1

### Club Race & Time Trial - Willow Springs

**Registration:** Registration at <http://pcasdr.motorsportreg.com>.

**Place:** Willow Springs Raceway

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

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## May 1 - Jun 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](mailto:charity@pcasdr.org) if you have any questions.

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## May 6 Wednesday

### Board & Member Meeting

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

**Place:** Jim and Robin Mullady, 1828 Hunsaker Street, Oceanside CA 92054

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

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## May 14 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.

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## May 15 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](http://www.motorsportsreg.com)

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## May 21 Saturday

### PCA-SDR Fusion Glass Art (La Mesa)

**Time:** 12:00 PM - 2:00 PM

**Place:** Fusion Glass Co, 8872 La Mesa Blvd, La Mesa, 91942

**Cost:** \$20/pp

**Details:** Your purchase is non-refundable. Should you need to cancel, you can transfer your ticket(s) to someone else by letting Victoria Varon know at [victoriavaron@gmail.com](mailto:victoriavaron@gmail.com). We are requesting that all attendees register ASAP as this event is sure to sell out in a hurry... there are only 15 spots available.. Registration is at [www.motorsportsreg.com](http://www.motorsportsreg.com)

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## May 22 Sunday

### Cars and Cigars

**Time:** 11:00AM.

**Place:** Churchill Cigar Lounge & Wine bar, located at 7094 Miramar road, San Diego, CA 92121.

**Details:** This is an San Diego Region event where members meet informally to socialize check out each others cars, discuss all things Porsche and enjoy a cigar – if you so choose.

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## May 28 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.

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## May 31 Tuesday

### LTS – Embargo Grill (Point Loma)

**Time:** Starts at 6:30PM.

**Place:** Embargo Grill, 3960 W Point Loma Blvd, San Diego, CA 92110

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

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## June 1 Wednesday

### Board & Member Meeting

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

**Place:** Raines home. 390 Dewaine Drive, El Cajon, CA 92020, 619-631-5305.

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

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## June 4 Saturday

### Basic Detailing Class

**Place:** TCsGarage in San Marcos  
**More info to come - Save the Date**

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## June 5 Sunday

### Driving Tour

**More info to come -Save the Date**







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## ***“Before you turn a wrench, make a blueprint...”***

The most valuable lesson I have learned in my years of building cars for competition is to have a plan before you turn the first wrench; sometimes before you even acquire the car.

The way I learned this golden rule (and the way many of us learn anything) is by doing it wrong. By completing a process, standing back to bask in the glory of our accomplishment, only to realize that you have put the cart before the horse.

Or to be more exact, you put the roll cage tube in front of the ignition or headlight switch or through the middle of the right side air cleaner. Or maybe you just mounted the race seat to the floor and forgot to put in that sub strap first.

No blueprint will be 100% perfect, but having a plan will save you more time, money, and frustration than anything else you can possibly do.

On the plus side, this will be the cheapest part of any racecar you will ever build, and probably more enjoyable than you would initially imagine.

The first question you must ask yourself is what you expect from this car. A mission statement of sorts.

My mission statement for this car is to have a platform that can be safely and legally driven in any PCA AX, DE, TT, or Club Race event and yet still be driven on the street in relative comfort.

*By Steve Grosekemper*

*Illustration by Gary Burch*

Of course being competitive is always a goal, so that was kept in consideration as well. You can never be the most competitive track car if you are also a street car, and the perfect street cars will never dominate in competition.

This car is more about smartly building something that will be really fun doing everything I want, but not expecting it to execute anything 100% perfectly.

It will be too heavy and underpowered to be a seriously class-dominating track car, and too stiff and uncomfortable to be a car you want to be stuck in rush hour traffic with, or hopping in and out of while running weekend errands. A racing seat, roll cage and harnesses are less than ideal for a day of jumping in and out of the car 10 times.

But will it be fun overall? Absolutely!

### ***But back to the blue print—***

Open up the old laptop and start your project document. Break the blueprint up into categories or phases of the project. Body work, suspension, engine, safety equipment and so on. Use your computer, not a piece of paper, as it will save a lot of scratching out and rewriting. Let me give you some examples from my project.

### **Category: Front Body Work—**

The front wheel liners are damaged from track use/abuse and are hanging down, needing to be replaced. So replace the wheel liners and move onto the next repair item, right?



Well, the front bumper cover was damaged (torn) from track contact so it needs replacement. The first step in replacing the bumper cover? You guessed it, detach the wheel liners from the bumper. But it also has a slightly bent right side radiator frame, making bumper and wheel liner fit very difficult.

So here we go; replace the radiator frame, then replace the bumper cover and wheel liners. Button it all up and it's ready to go, right?

Oops! There was a leaking aftermarket power steering cooler that was removed and had the hoses bypassed mid-event to make it through the day of racing. (*Hoses were zip tied behind the aluminum bumper so you couldn't see them until you really looked around*).

OK—now I got this—just take everything back apart. Measure, research, order and install a new Earl's power steering cooler, and then replace the bumper cover and wheel liners, right?

Sure, let's give that a try! All back together and everything looks great. The bumper and wheel liner fit great with the new radiator frame and the power steering cooler fits perfectly with about a millimeter to spare.



***Earls power steering cooler in place over the condenser with new fittings and ready to go.***

Crack open your favorite cold beverage and stand back and look at the mastery of your work. It's truly beautiful to behold a finished product knowing every detail was addressed to perfection.

But, wait... as you look through the bumper air inlets for the radiators (3 for this Boxster-S) you notice the very closely spaced radiator fins are all folded over from years of chasing down cars on the race track.



***You can see here where rocks and track debris come in the center air inlet and fold over the delicate radiator cooling fins.***

Tiny rocks (and some not so tiny rocks) get thrown into the radiator and bend the fins over, blocking air flow. Not great for a street car, but really not good for a race car that needs 100% of the available air flow going through the radiators to keep the car cool under full load. Horsepower makes heat, and we must get rid of all that heat.

No problem, just get a special radiator fin straightener tool and go to work. A bit tedious but a lot better than replacing a bunch of radiators and A/C condensers. (Remember, she's still a street car with air conditioning).



***Radiator fin straightening comb. Each section has a different spacing between teeth/fins. The side and center radiators and condensers all have different fin spacing.***

So you have ordered your radiator fin straightening tool and you are ready to get those cooling fins laser straight.

### *Step 1: Remove bumper cover; again...*

So you can see how a project phase can go sideways quickly. And making a plan doesn't mean you will stick to it without modifications. But making a plan will definitely make you more efficient in everything you do.

Start your project phase and take everything apart. Take photos as you go, especially if you haven't been there before, or if the car has custom work that you can't get instruction about in a factory manual when you have issues. Go very slowly and investigate everything as it comes apart. Don't be in a rush and pay special attention to detail so you can do your repair in the most efficient manner possible.

### ***This is how I executed the front end body work phase of my project—***

I removed the wheel liners and bumper cover. I made notes of damaged and missing brackets and hardware. This is where my parts list started. I noticed the plastic rivets holding the right fender liner were missing (add to parts list). They weren't there because the holes wouldn't line up. I examined the radiator frame and compared it to the other side. It didn't look too bad until I compared it to the other side. (Parts list, radiator frame).

The bumper cover didn't really hang on the car as securely as I would have hoped or expected. So getting out my Sherlock Holmes magnifying glass, I found the plastic mounting rails broken. (Parts list, mounting rails). The side marker lights didn't snap in properly, which was a second clue the mounting rails were damaged.



### ***New (used) black plastic bumper mounting rails bolted in place.***

With the damaged bumper cover off, it was clear the rubber molded air ducts between the radiators and bumper cover had been folded over long ago and were blocking air to the radiators. Likely a casualty of hurried track-side repairs to make the next sprint race, they

would never go back to their original shape. (Parts list, radiator air ducts).

With the radiator air ducts off it was easy to see those fins were going to need some attention before any parts were put on to cover them up.

Time to dig deep into that bottom toolbox drawer with the stuff I only use once in a blue moon to find my radiator comb (that's about every 30 months, BTW) and there it was.



### ***New radiator ducts in place and test fit against the bumper for perfect air sealing.***

Finding the looped power steering hoses and an empty mounting bracket, I measured carefully and went on-line and ordered an Earl's oil cooler. I did a mockup of the power steering hoses so I could order the correct fittings and adapters for the fit I needed all at once. I hate paying shipping twice!

With my list of parts and individual procedures written out we are all set—right?

One final step that I have found invaluable over the years is the virtual repair. Walk through the repair very slowly in your head, actually making the motions as you go.

### ***Some things I discovered in my virtual repair—***

The power steering hoses are going to have to go through the radiator air ducts, so make a template of hose location before installing the ducting.

I don't ever want to have to straighten out 132 rows of radiator fins ever again—make rock guards and install them into the new bumper before installation.

There are a lot of special screws, clips, and fasteners holding everything together; having the right stuff will make assembly much easier.

There's a lot of small dents in the fender—call the dent guy **before** the last and final installation of the fender liners!

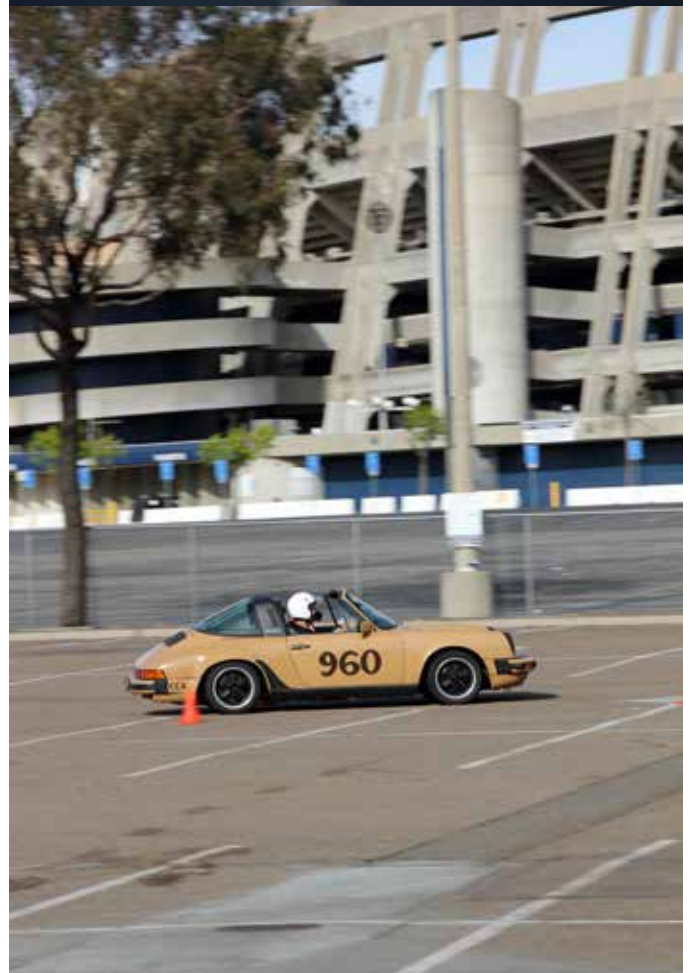


### ***Parts, parts and more parts—***

As I have said previously, one of the great things about Boxsters is the availability of parts, especially body parts. Boxsters handle so well that they get crashed far less often than average. Probably only half of junk yard Boxsters are crashed. The remainder of these cars end up in the recycling yard due to a catastrophic mechanical failure like an engine or transmission loss.

Fortunately, we are very lucky here in San Diego to have such a great resource for used Porsche parts. Autobahn Recycling is located in El Cajon, and is where I can be found many a late afternoon or early Saturday morning picking out a selection of gently used Boxster parts.

Hopefully I will get some more free evenings and weekends to find homes for my selection of re-purposed Boxster body parts. And with any luck we will be discussing driver safety systems next month, so stay tuned.



# Desert Escape at Chuckwalla Valley Raceway



Text & Photos by Greg Phillips

With the threats of El Nino hanging over our heads for the winter, it was a nice surprise to head out to the desert and beautiful weather with no rain in the forecast at Chuckwalla Valley Raceway. Although we were expected to have to wait until the Friday group was cleared before we could enter, it turned out there was no waiting and we rolled into the paddock and started setting up our compound after caravanning in from San Diego.

Mark Rondeau and Dan Chambers had their pop-up truck tents, Cathy Young was staying in the rental trailer and Steve Grosekemper and I were staying in Ethan Dahlkamp's toy hauler for the weekend. Although sunset was early, we were blessed with a full moon which helped as we unloaded and the tech team started tech inspection. After tech and registration were done it was time for dinner with steaks off the grill by Rondeau before turning in for the evening.

Saturday started quickly as the rest of the drivers started rolling in for tech inspection and then the drivers meeting. There we could see how big a turnout we had. It was a sellout and well over

100 drivers including the DE group. Jack and Robert reviewed the safety aspects and to help minimize the impact of the larger run groups had added a couple of passing zones. As the students and instructors were paired off I met my new student, Michael Larkin. He was here helping at the HRE display and worked for Akrapovič which makes high-end exhaust systems for motorcycles as well as Porsches. He had also brought out his new blue Cayman GT4 to drive.



*Jack Miller*

And since the DE group was out first I picked up my helmet and we headed for the grid. We were



given radios to help communicate with the pace car and other instructors and were soon waved off for a "Ducks-in-a-Row" exercise. Although slightly cool to start the weather was warming up well and the first session went smoothly and soon we were at a checkered flag and heading in.

Red run group was out next and Steve was taking out the 911 SC. After the yellow flag laps the drivers were just starting to pick up the pace when one of the GT3's lost his coolant and brought out a red flag and brought the track to a halt. After getting the car towed in there was another delay as they cleaned up the spill and then it was my turn to go out.

The first few laps through the spill put up a lot of dust but when the green flag was out we were able to star pushing and the grip was not affected. Since we were running CCW, the fun segments were turns 12 and 11 climbing up from the bowl and turn 2 and 1 coming onto the front straight. Diane Cafferata's (nee Hutnyan) (CC4) GT3 led the session with a 2:04.51, followed by Bruce Wing (CC12), Tony Nufer (CC13) and me at 2:07.61 on my Nitto NT01 tires.

After a short break I was out again with my student for the Side-by-Side drill. This went well as it helps the student to be more aware of where the other cars are and also to get the feel of driving off-line. Michael continued to do well in his GT4 and was surprisingly comfortable with the optional seats.

Steve was out next in the Red session and this time they had a little more time, and speed. Steve (CC09) set a best lap of 2:01.84 and Ethan (CC10) had a good session at 2:00.19 for third best. Kevin Roush (X) led the group at 1:54.47 and Jerry Hoffman (CC14) was next at 1:58.68. Marcus Kramer (CC14) was coming to grips with the old-school Smurf 911 and turned a 2:00.61.

My next session was out with my student. We had a little more traffic, although overall traffic was not bad with the larger groups and my best lap was 2:08.56. Bruce Wing picked up the pace and led the session at 2:01.78, followed by Diane and then Peter Carides (CC14) at 2:05.88 in the shared Smurf car.

Michael's last session for the morning was the passing drill. This is a skill that is important and we still need work on getting right. The proper technique is for the car being passed to put their left arm out the window and make a clear signal, either straight out to be passed on the left side or up and pointing over the roof to be passed on the right side. If there are more cars to let pass, the arm needs to come back in and then back out for each car being pointed by. Leaving your arm out and wagging your hand is not a clear signal. Arm goes out the window and points, comes back in and then goes back out for each car being pointed by! I did stress this with Michael but we did see many different variations, even when the intent of the exercise was proper passing technique. As an aside, another technique for communication I have seen running with other groups is for the driver being caught to reach up and tap the rear-view mirror. This communicates that they see you and plan to point you by at the next passing zone. Clear communication only makes the experience safer.

And in the open passing Red group, they continued to set a fast pace. Kevin again led at 1:54.48 with Jerry next and then Jad Duncan (CC13) next at 1:57.91 followed by Ethan, Marcus and Steve with Jack Miller (X) at 2:01.36 in his Lotus and Robert Bazier (X) was not far behind in his Lotus at 2:02.76. Mark Rondeau was running 225/50/16 RE71R tires all the way around and running in CC07, down from CC08 last year and was just ahead of Dan Chambers (CC10) 2:04.03 to 2:04.12.

Orange was next and was a fun session as my best lap dropped to 2:06.74 on my first lap before running into traffic. Bruce and Peter Carides stayed at the top of the session with Michael Kim (CC14) and Jim Duncan (CC14) next. 944Spec had Chuck Sharp following Gerald DeLira 2:10.20 to 2:10.97 with Isabella Busalacchi at 2:13.17.

After lunch it was time for Michael to start putting it together for open lapping. Since he was in a GT4 he was going quickly and did well in traffic, usually as he was passing another car. But he also did well even when he was caught by another driver and made a proper point-by. He was

having fun running steadily and too soon we had a checkered flag.

Over lunch Steve put on a used set of A6 Hoosiers to use up in practice and they were sticking well in the cool weather. The Red run group was getting faster with now 5 drivers under 2 flat, led by Kevin Roush with Jerry Hoffman, Martin Mania (CC12), Jad Duncan and Marcus Kramer. Ethan is still knocking at the door with a 2:00.29. Steve was slightly slower at 2:02.42.

In my session, I enjoyed the grip and dropped to 2:06.32. Jamie Fingland (CC11) had picked up the pace and was at 2:05.17 but Bruce Wing was still fastest at 2:00.16. Chuck Sharp had improved to 2:06.71 and in CC07 Ralph Linares had improved to 2:07.10.

The afternoon went quickly as we were in the dead of winter. Michael had a good learning experience in his session. He was catching the driver who had passed him in a previous session and that driver started pushing harder and also driving his mirrors and eventually made a mistake as he lost focus on his driving. Michael noted it is easier to chase than be chased and the red mist can have a strong influence on drivers. The last session had the sun low but stayed behind the clouds. I was able to keep my laps at 2:06 and Ralph was able to improve to 2:04.89 to be second fastest behind Bruce Wing.



*The band- Robert Baizer, Jack Miller & Dave Hockett (L-R)*

After the track was cold, Steve started his inspection of the car and Cathy finished her Crockpot chili and cornbread cooking as we prepared for

dinner. After dinner and video review it was time for the evening entertainment. The Hockett's RV had the stage and fire pit set up and the band soon started. With Dave Hockett and Jack Miller on guitar, Robert Baizer on drums and assorted singers including Cindy Wing and Dan (Man Down) Carusillo. Although the weather was brisk, there was not much wind and it was comfortable into the evening for the dancers and spectators. But since Sunday was another early day we headed back the 911SG compound and Casa Dahlkamp to turn in for the night.

Michael's group was out first on Sunday and he continued to improve his line and his comfort with the GT4. The weather continued nice and with fewer clouds on Sunday and Steve took advantage of the cool weather to turn his best lap of 2:00.30 and Ethan finally dropped to 1:58.67. The top three now were Jad, Jerry and Marcus. My session went well and was consistent at 2:06, but that turned out to be the end of those tires useful life.

Steve's next session was slower and the rears were gone and we put back on another set of used rear tires. They held up for a couple of sessions but were then corded as I finished my last morning session running with Red run group. Good practice for keeping your eyes open as my times were down to 2:08 for my best. Some new tires were being mounted and times dropped as Kevin turned a 1:51.33, followed by Marcus, Dan Carusillo, Jack Miller, Alexander Marmureanu (X) and Frank Powell who were all under 2:00. I pointed by lots of cars.

We were not the only car having problems. Steve had worked on several Porsches through the weekend for various problems, but in my student's last session of the morning we had another. As his GT4 was climbing up out of the bowl there was a slight hesitation and then warning lights to continue and be checked for service. We finished a slow lap and thankfully it turned out to just be low on gas. The computer saw a lean condition from the tank being low and triggered the alarm. Michael was able to gas up and all was good, although he did decide to skip his last session.



Over the lunch break Steve mounted up the best of our used tires for the last practice session and timed runs. We then had our drivers meeting with the added bonus of several of the Zone 8 trophies from 2015 were handed out to drivers.



*Trophy winners*

After the meeting I was up first for practice with the flipped rotation and took just a few laps to get a feel for the tire's grip and then brought it in. Steve decided to skip practice and just do the timed laps.



*Jerry Hoffman*

The big dogs were up first and their times dropped. Jad Duncan (CC13) threw down the gauntlet with a 1:54.47. Jerry Hoffman (CC14) tried but could not with a 1:55.51 and Marcus Kramer (CC14) ended up 3<sup>rd</sup> with a 1:56.33 followed by Dan Carusillo (CC12) at 1:59.08, Steve Eguina (CC16) at 1:59.72 and Frank Powell (CC11) at 1:59.81. Rounding out the top ten were Peter Carides (CC14) at 2:00.93, Dan Chambers (CC10) at 2:01.10 and Ethan Dahlkamp at 2:01.20.

In 944Spec Chuck Sharp turned a 2:08.35 to lead Dave Diamond, Patrick Sloan and Debby Sharp. In CC07 Mark Rondeau turned a fast lap

of 2:01.38 to beat Ralph Linares. In CC09 Steve turned a tire limited 2:03.02 to lead the group. My timed laps went well and I had an improved lap running on my second timed lap until I overcooked a corner and it slipped away to a 2:06.20 with Kris Roberts next at 2:08.38 in his Cayman.

In CC10 it was Dan Chambers, Ethan and then Don Middleton at 2:03.97. In CC11 Frank Powell was the leader with Jamie Fingland next at 2:08.21. In CC12 it was Dan Carusillo followed by Bruce Wing and then Jim Duncan at 2:01.53. In CC13 it was Jad ahead of Robert Forrester at 2:02.16 and Jim Walker at 2:04.10. In CC14 all three drivers were in the top ten. In SS06 Shawn Flanagan turned a 2:09.54 to beat Andrew Raines and Rowin Jacobs. And for the X-men Robert Baizer's Lotus Exige S Cup was quickest at 2:03.06 with Russell Shon's Lotus right behind at 2:03.39.



*Jad Duncan- TTOD*

The good news was that since Chuckwalla is one of the closer tracks, after loading up and trailering home it was not too late at our arrival at Black Forest. Now we have some time to prepare for the next 2 events in April, the California Festival of Speed at Auto Club Speedway April 8-10 and then the Willow Springs Club Race and Time Trial on April 30 and May 1. Start making plans for both events as there will be a long big track hiatus over the summer.





# Spring Performance Driving School Student Feedback

It's 2pm Monday afternoon, and adrenaline is STILL coursing through my veins after a most memorable weekend at PCA-SDR's Performance Driving School. To say that the class far exceeded my expectations would be an enormous understatement!

As a lifetime car aficionado and longtime Porsche owner, I have always gotten a huge kick out of driving my S convertibles and the many manual sports cars that preceded them. Little did I know that I was merely scratching the surface!

Four hours of classroom review and sixteen hours of driving exercises and personalized instruction later, the way I approach driving has changed forever. I had so many "lightbulb moments," I felt like a glowing Christmas tree!

The hard-working volunteers who plan and conduct the course are the warmest, funniest, most generous, enthusiastic, and TALENTED drivers you will ever meet. With their instruction and guidance, I learned more in 20 hours than I have from driving all my life. I can hardly wait for the next Autocross so I can put my newfound skills to good use! And as an added bonus, I have about 100 new friends who all love cars as much as I do!

Do yourself a HUGE favor and TAKE THIS CLASS! It is worth many times over the very reasonable price they charge (none of which goes to the volunteers, it's all for expenses). Your driving skills will improve immeasurably, you will have more fun than you could possibly imagine, and you will meet lots of wonderful people who share your interests. There were several students in my class who were

taking it for the second or third time, and after completing the course, I completely understand why. Should you make the wise decision to enroll in a future class, I may very well be in it!

Anastasia B., San Diego

*Fellow Porsche enthusiast,*

*I took advantage of our San Diego Region Performance driving school this past weekend. All I can say is, "what a hoot!" Although I had been driving 911's for most of my life it was still a learning experience for me, and I learned about a few bad habits I had developed over the years that needed to be broken. I have to say that everything from the organizers and volunteers, to the food and instructors were top notch. What I saw was students with a want to learn and improve their skills and at the same time have fun doing it. Well this class certainly offered that opportunity to us all. I also wanted to make note that some of the students had traveled in from other areas (as far away as Ridgecrest) just to attend this class, if this doesn't speak volumes to how great this class is I don't know what would. So if you're a novice just getting into to Porsche's or if you are as seasoned as I am, I would strongly suggest giving this course a try. I'm sure you will learn something from many exercises that they have you go through as well as meet some new friends. – I know I did. And if nothing else you will defiantly get some "spirited" driving time in a professional and safe environment.*

*Thank you PCA-SDR for putting this event on, I know it was no small feat for you, but it was a HOOT for me!*

Jeff Lamb



What a great weekend adventure I had at the Performance Driving School event!! I'm new to Porsche 911 ownership and spending three days at the PCA-SDR school was just a perfect way for me to learn about my Porsche's potential (WOW!!) and also to substantially improve my driving skills. This was all made possible by the selfless contributions of the many volunteers, instructors and of course the PCA-SDR 2016 CDI Team - Christopher Riordan, Dave Malmberg and Keith Verlaque. It truly was a perfectly organized and best executed FUN week-end driving school experience that I could have hoped to have. Without exception, all participants were super!! And my Sunday Auto-X instructor, DON (retired US Navy pilot) really put the icing on this cake, many thanks Don.

Warm Regards, J A

*Want to pass on my compliments and appreciation to all of the volunteers who made the the Porsche Performance Driving class possible.*

*As a rookie to any similar events, it was a rewarding and enjoyable experience.*

*Special thanks to the many Saturday instructors I encountered in the six different driving exercises - every instructor was knowledgeable, friendly, encouraging, and helpfully critical. And my assigned instructor on Sunday (Robert) was terrific. He had significant racing experience, exceptional understanding of car dynamics, an engaging style of instruction, and the perfect mix of compliment-with-criticism.*

*The Tech Inspector of my car (Tony) was a 1st class guy with racing experience and a car performance upgrade background. And the "green shirt" guys operating in the background all worked hard to make sure each day progressed smoothly - Vinh is a notable example.*

*Kudos to Keith and all of the people who made the event possible!*

Greg Bryan

Dear PCASDR:

The older I get, the less I relish time spent out of my comfort zone. Intentional or not, control gets to be way of life. I am the teacher, the mentor, the reviewer, the parent. Still, the most delightful moments in life come from novel experience, and what is more novel than learning an entirely new physical and mental skill set? Combine that with g-force exhilaration, and you have the Porsche Club of America - San Diego Region Performance driving school. The experience retaught me humility and gleeful exuberance.

It would not have been so without the universally positive encouragement of the instructors and the overall welcoming atmosphere of everyone involved, including the students! While it might be natural for those with vast experience and skill to convey their superiority, it was never on display. And while everyone involved was gracious, I can only imagine that this came top down from the CDI team, and most especially the humor and geniality of Keith Verlaque. Thanks for a memorable and instructive weekend. Steve Hedrick=

*I would like to take this opportunity to express my deep gratitude for what was one of the most fun weekends I have had in a very long time.*

*The course agenda, instructors, and hands on driving instruction were outstanding. Not only did I get everything I was looking for out of the class, but I got to meet some great people and see some amazing Porsche's.*

*My goal going into this class was to build trust and experience in my newly acquired Porsche. The school fulfilled my every need and then some. I never knew a car could be driving so hard, so fast, and with such skill without skipping a beat. Its like the Porsche is thanking you at the end of the day for hammering it on the road.*

*The school's logistics were well planned and executed thanks to the driving school organizers. Food thanks to Nico's was excellent, on time and hot. Price point for the class is beyond belief.*

*The generosity and camaraderie was humbling. I picked up something in my tire which was going flat the last day of class. Crap! No less than half a dozen people chipped in to help me resolve my issue and get me back into the game. Thanks to Keith Verlaque for putting an announcement out for a student without a car and was anybody willing to loan him a car to drive the track. Not a minute later a gentlemen handed me the keys to his beautiful new 911 Carrera 4S and told me to drive it like I stole it, it was insured. Are you S\*%@ing me! Off with my instructor and fellow 993 owner Keith to hit the track. I still this morning hear Keith "Gas Gas Gas!!!" in my head. We ran the course and as we were pulling in there was my car off the jack stands with a repaired tire on it ready to roll. Wow what service! What dedication to their students!*

*I can only say that I am proud and humbled to be part of such an amazing organization as the PCA San Diego Region. I am more confident and more importantly a safer driver thanks to the hard work and dedication of the performance driving school staff.*

V/R Ray Chaney 1995 Porsche 993 C2

There's weekends you remember and there's weekends you can't forget"

Thanks to all the PCA family for taking me in and making me feel like I'd been a part of the club for a long time. I have a lot of respect for the volunteers and instructors who never told me I didn't know how to drive but suggested there might be a better way.

A special Thanks to Keith for being a great Ringmaster and to my primary instructor Mr. Jim Duncan- I only hope when I get his age I still have the youthful excitement and contagious enthusiasm for life and driving! "Full Gas - Wheel Straight"

Thanks Again to everyone - I'll be back participating as soon as my hectic travel schedule will permit.

V/r Grady Baker

Hello Editor,

I want to provide some feedback on my experience at PCAS-DRs PDS this past weekend.

I had a fantastic time at PDS this last weekend! Thanks to the team of volunteers. It's amazing what they do to pull it all together and provide a great experience to the students. This was my first driving school and it started off overwhelming, but thanks to the instructors, especially my Sunday instructor Mark, I ended up with a big smile on my face and a few woohoo's! Super PDS team, super fun...I'm coming back in the fall!

Best, Maritza

1. Had a great time.
2. For cars with PSM/PASM (which was turned off), I'd have the students make one or two runs with it on to see the difference
3. During the track walk, I'd tell the students to also look for (and pick up) FOD (Foreign Object Debris) on the track. While I was walking with my group, I found a screwdriver bit and a large (1/2") screw with the end pointed up. Had anyone run over either of them, they'd have had much less track time.
4. I don't know if it was done, but I'd have club photographer(s) somewhere on the track Sunday morning to take photos of each student and post them on SDPCA's website (or a link where the students could get them).
5. Did I say I had a great time?

Regards, Bob Fagaly

*The PCA-SDR, High Performance Driving School exceeded my expectations. I had participated in a one day Car Control Clinic in February. I completed that clinic recognizing that I needed to advance in basic skills. I registered in the High Performance Driving School specifically to work on basic skills. And, while the exercises left me feeling less accomplished than I had hoped for, the skills nurtured in the exercises revealed themselves the second day of driving on the autocross course. I felt that I had progressed from struggling to flying. That progress was the result of my focus and the knowledgeable compassionate encouragement provided by every instructor, and Autocross Team member I encountered. It was a great weekend.*

Respectfully,

CC Hampton



# Makellos Classics Tech Session



Matt Kenyon, Clark Renner, Dieter and Tom Muehl (L-R)

By Ulrick Matsunaga

On February 17<sup>th</sup> Makellos\*\* Classics hosted a turbo themed tech session at their facility at 225 Market Place in Escondido. Over 45 SDR members participated in the session which included an introduction to Makellos Classics, a tour of their showroom, their metal shop and their service area. Throughout the night there were drawings for great prizes, tons of delicious catered barbecue and we were surrounded by beautifully restored air-cooled Porsches (many 930 Turbos and 912s).

Owner Matt Kenyon kicked off the evening by telling us about the genesis of Makellos Classics and the history of some of the cars that they restored and put up for sale.

Lead salesman and longtime SDR member Clark Renner shared with us the capabilities of the Makellos shop which is not limited to maintenance services to keep your car running well, but also includes finding potential Porsche buyers the Porsche car of their dreams.

After learning about the various services Makellos Classics is capable of we progressed to the restoration facilities where body man Dieter Schirmmacher showed numerous cars in various stages of restoration which include 914-6s and 912s. Dieter and Matt told us about rust issues that older generation (1965-



69) Porsches can face. There were several examples shared with us including one Porsche 912 that Dieter and team had resolved rust issues.

Then we migrated to Makellos' main repair facilities where Master Porsche Technician Tom Muehl exhibited his deep knowledge of Porsche cars by talking to us about one of the Makellos 930 turbos, and all of its great features, and its history of being a "widow maker". For folks that have not worked with Tom, he has over 25 years of factory training and experience in repairing Porsche automobiles.

By the end of the tech session, we learned a lot about Makellos Classics and our beloved Porsche cars. Makellos can be a one stop shop for club members in the north county area. Makellos Classics offers a full range of services: basic maintenance, oil change, engine repair, transmission repair, suspension, brakes, electrical, target tops, sunroofs, cabriolet tops and almost any other repair on air cooled engines to late model Porsches.

Find out more about Makellos Classics by stopping in and meeting Matt, Tom, Arthur, Dieter and Clark.

A big thanks to the Makellos Classics team for putting together a great tech session and to all our club members in attendance.

**\*\*Also for those that were curious about the word "Makellos". It is the Latin word for flawless.**



Matt and Dieter talk to us about their projects and cars in progress at the body shop



## PCA SDR Zone 8 Judges School

By Bev Gould

On Saturday March 12<sup>th</sup> PCA SDR hosted a Zone 8 Judges School located at TCsGarage & My Big Garage's new location in San Marcos. What is a Judges School? Well it is a school taught by experienced PCA Judges on the techniques and methods used in PCA, Zone 8, to judge a car during a Zone 8 Concours.

The class is designed for people wanting to become a judge and also for existing judges that need their education credits which are required every three years. The "experienced" presenters for the day were Dick Douglass, Bev Gould, Tom Gould, Brett Mohr and Betsy Wadman.



32 students were signed up for the event along with 5 presenter judges. People came from Bakersfield, LA, OC and of course San Diego to attend the class. We had a great mix of students with new people attending for the first time and existing judges. The format was changed a bit this year to allow for a more hands on learning experience vs all classroom discussion. We started off with the intros and our Zone 8 Concours Chairs, Betsy Wadman & Brett Mohr, who gave a brief overview of what we were to accomplish that day.



Right after the intro the "teaching" judges were going to show the group how they were going to judge their areas of the car. Gisele Gonzales generously let the group use her car as the first car judged, the judges took turns talking about where they looked in each area for potential deductions and then discussed how much of a point deduction was, if any. Now Gisele has an extremely clean car, so it was hard to find anything



to show anyone, so in many cases in lieu of finding dirt we talked about where you usually would find something that could be deducted.

After the judges' demonstration on Gisele's car, the class went back in for a detailed overview of each area that is judged. Now that the student had seen an actual judging take place, the presentations reinforced and expanded the knowledge of judging for the students.



After a brief lunch, the students were broken into 5 teams. We had 5 cars students volunteered for judging. Since we had such a great mixture of new students and existing judges, the existing judges could mentor the new students while the presenter oversaw the process for everyone. So how did we do this? Each person had a clipboard with the different categories that are judged on a car. On my team I divided the new/mentor judges



and had each one take an area to judge. As we went through the process, I would go around and answer questions, then we would have the teams of two rotate to a new area to judge and begin the process again.

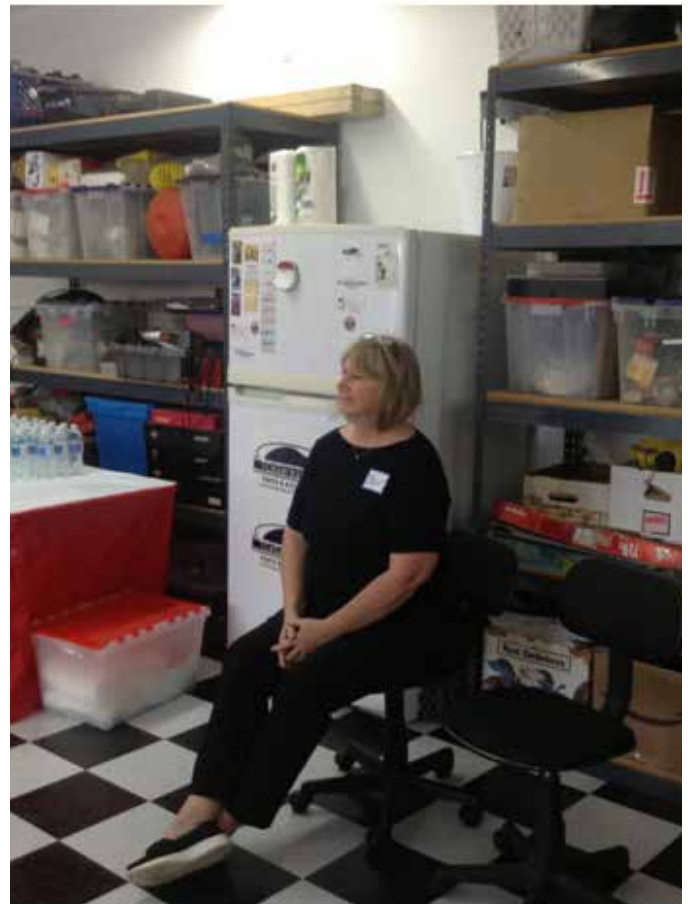


If it was a full day, all the new students who attended are now Zone 8 Judges. Existing judges who attended got their education credits and potentially graduated to another judging level within the Zone.

We want to thank Mike & Diane Gaston from My Big Garage for allowing us to use their car storage facility for the class and all the students who volunteered their cars for student judging. Of course, Tom & I are happy to share our knowledge and help the club, so having the two businesses under the same roof was a perfect scenario and a chance to see friends.

On June 4<sup>th</sup> Tom and Bev will be having a Basic Detailing Class at the same location. This class is for the novice and geared toward the basics of keeping your pride and joy looking it's best. Look for registration information soon.

See you on the road soon.....



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# Membership

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## New Members

Jaime Castillo  
San Diego, CA  
2000 Boxster

Jordan Gochenour  
Poway, CA  
1989 911 Carrera

Randy Hanson  
Carlsbad, CA  
2001 Boxster S

Kristin Locke  
San Diego, CA  
2007 911 Carrera 4S Targa

Mark McMillen  
San Diego, CA  
2012 911 Carrera

Bruce Mitton  
Vero Beach, FL  
2009 911 Targa 4

Alan Pentico  
San Diego, CA  
2001 911 Carrera Coupe

Jeff Ricards & April Ricards  
Del Mar, CA  
2001 911 Turbo Coupe

Orlando Spencer I  
Chula Vista, CA  
2010 Panamera Turbo Sedan

Ann Vatet  
Poway, CA  
2010 Cayman

Leslie Vaughn  
San Diego, CA  
2013 911 Carrera

## Anniversaries

### Five Years...

Mark Curran  
Felix Frueh  
William Holliday  
Michael McGowan  
Andrew Raines  
Karen Garcia Raines  
Len Rose  
Todd Sayles  
Arthur Stone  
David Sultzbaugh

### Ten Years...

Ken Berry  
Andrei Litvak  
Mark Storch

### Fifteen years...

Gunter Enz  
Sohaib Kureshi  
Rader Russell  
Jerry Strauss

### Twenty Years...

Robert Beck  
Keith Verlaque

### Twenty-five Years...

Jeffery Kelly

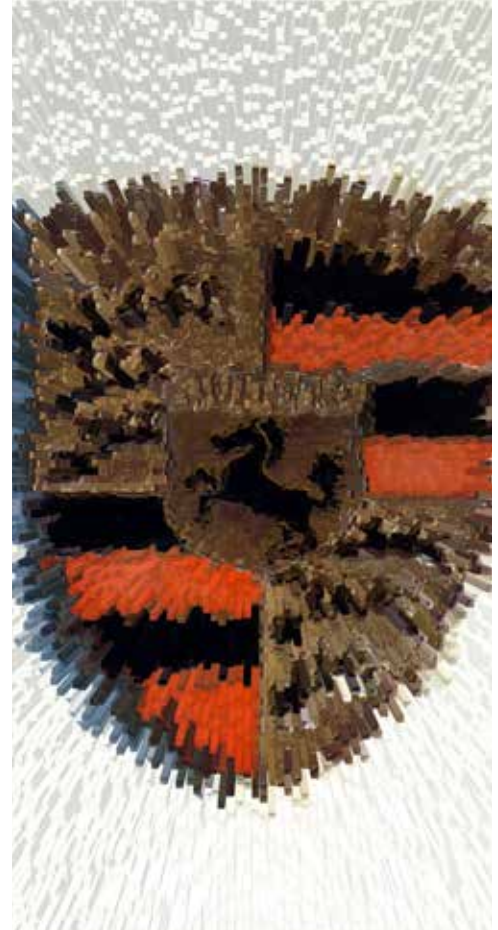
### Thirty Years...

Brian Robinson

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## Current Membership

Primary Members:	1595
Secondary Members:	1001
Total Members:	2596






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

All classified ads must be placed through the club's web site: [www.pcasdr.org](http://www.pcasdr.org).

The classified ads service is managed by the AD2AD Network ([www.ad2ad.com](http://www.ad2ad.com)).



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

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**2002 996 CABRIO** 49KMILES. Chrome OEM rims. 6CD Changer. Bose. BlackTop. PerfectCondition. \$26K WithCoverFrom Porsche. WindDeflector. SealGrey. ElectricLeatherSeats with Memory. (858) 500-2739

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**2009 997.2 C2S Cab**, Very well maintained. Baby. Must sell. Daily driver 63k odo. \$60k OBO Call for photos. (858) 204-6473

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**'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

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

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**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

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

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

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**Wevo 986/987 SS Engine Mount** Semi-solid racing engine mount for '97-'08 986/987 Boxster/Cayman. Lightly used, comes pre-installed in factory engine mount bracket. \$125. Russell@LightningMotorsports.us 858-

442-7466

**H&R 986 Boxster Rear Sway Bar** 22mm Adjustable rear sway bar for '97-'04 Boxster. Good condition, almost new bushings in mint condition. \$180. Russell@LightningMotorsports.us (858) 442-7466

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**986Boxster RollBar Extension** BreyKrause R3010, adds 1-3/4" to rollbar height. Fits '97-'04. Great for DE/TT/BSX/Track. PCA/POC approved. List\$770, sell\$400. Russell@LightningMotorsports.us (858) 442-7466

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**NEW Boxster S Wheel** New in box/ never used/ never mounted 8.5Jx17ET50 Boxster S (00-03) Rear Wheel. Concourse quality. \$250 Russell@lightningmotorsports.us (858) 442-7466

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**Performnce Friction Brake Pads** NEW Never used P/N 0738.97.16.44. 97-Compound (Enduro/Club Racing/Track-Day). Fits REAR of all 996/997/986/987 Carrera/Boxster/Cayman  
List: \$264 Sell: \$190 Russell@LightningMotorsports.us 858-442-7466

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**Brey-Krause Harness Bar** Fits 996, 997 Coupe equipped with a BOSE Speaker Box (not included). Like new condition. MSRP \$700. Selling for \$500. Christopher (760) 274-5919

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**Boxster Wheels For Sale** Pair 17x7 front  
17x8.5, 17x9 rear  
Painted black in excellent condition.  
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\$350  
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**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

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**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

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

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**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

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**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

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**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

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**Wanted Porsche Factory Luggage** for "G-Series" 911. ('74-'89) Please let me know what you have. Cash Ready, lots to trade, I will travel anywhere. Email kecho356@sbcglobal.net (619) 962-734

**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



# Drive Your Other Car Autocross



By Owen Coulman

Since the last Autocross of the year was “just for fun”, so too is the article chronicling the event... If you are looking for pithy insights or in depth play-by-plays of the most competitive classes, you’re out of luck. If you are up for a laugh, keep reading.

I got roped into being your humble correspondent when Bill Behun was asking for car nicknames last month in preparation for his article and the subject of driver excuses came up. I won’t name any names, but she hadn’t slept well the evening prior to last month’s event... That said, I mentioned needing a card that we could all carry with an excuse matrix so we could be spared the full racing driver excuses in favor of brevity. More on that in a few but B3 is much simpler than “my tires are shot and they were 300 treadwear to begin with” or A5 in lieu of “Have you seen who’s in my class??”

On to the event itself. It was COLD when we showed up for Tech. His Grace Keith St. James Verlaque the Duke of Oxfordshire was of course there with a warm greeting and checked everyone’s license and PCA card... then neglected to document it on the tech sheet... again. No wor-

ries though as there were more important things on the agenda; like arguing over how much tire life was left with the Tech Inspectors. A quick check in with the trailer revealed the after event beers in open coolers, lest they get hot with the lids shut... Still don’t believe how chilly it was? Mark Curran put pants on over his ubiquitous red board shorts... ‘nuff said!

Keeping with the tradition of Fun over Results, the track tour laps were led by Bruce Wing in a Triumph Spitfire with Jack (from the Box) acting as Grand Marshal. Not only did the Spitfire survive the tour laps, Bruce ran the AX with no issues. There was however, a Lotus Exige that lost a wheel, keeping the British Auto Industry reputation for reliability intact... Two McLaren 12C/650S showed up but wisely just observed for a bit then went on about their business. Beautiful cars but they’re still made in Woking... in a shed...

Full disclosure: Tiffany Avitt finally gave Mom’s C2S a break and thumped me in her Bimmer, flashing that million-dollar smile and asking me how it felt to get “Chicked” again... What was that... B3? Yeah... definitely B3.



# Cupid's Pairings

How about a PCASDR welcome to Mason Gedanken, participating in his first driving event!? Mason drove extremely well and is likely hooked, as he even began dropping an excuse or two while waiting for his time to display after laps! Great job and we hope to see you again (School schedule permitting, of course)

Do any of the readers find it ironic that for an event where timing was just informational, the Swiss guy was absent? Swiss? Obsessed with Time? Watches? Anyone there??? Bueller??? Stay with me folks...

Okay, on to the most useful part of this article: The Matrix. Please feel free to cut it out and use at all events; big track or small. Enjoy and feel free to laminate.

	A	B	C	D	E
1	TIRES TOO COLD	NOT ENOUGH SLEEP	TOO MUCH OFF-CAMBER	TIMING STARTED EARLY	ITS ONLY MY 1 <sup>ST</sup> AX
2	STARTED SLALOM ON WRONG SIDE	TRACK WAS BREAKING UP	CAR IS TOO HEAVY	HE WOULDN'T POINT ME BY	CORNER WAS TOO TIGHT
3	I DON'T HAVE PASM	NEED NEW TIRES	HOMELESS BIKER ON THE TRACK	UNDER THE WEATHER	PASM ACTING UP
4	I DIDN'T HIT THAT CONE	I WAS LATE TO TECH	INCONSISTENT TRACK GRIP	APEX CONE IN WRONG SPOT	CAR CLASS IS PENALIZING ME
5	I'M IN CC11...!	NOT MAKING ENOUGH POWER	SAND BLOWING ON TRACK	BRAKING ZONE TOO SHORT	TIRES TOO HOT

All joking and good-natured ribbing aside, this was a fun way to cap the season and special thanks need to go out to Keith Verlaque as the (now) Past-President for all of his dedication and hard work. Also, thanks need to go out to Mark "Welcome to Jack-In-The-Box, Can I Help You?" Curran and his autocross team for another well-run event and season! I'd close with "see you next year" but I took forever writing this and we've already done the Spring PDS so...





# Cars & Cigars 2-28-16



Photos by Fidel Gonzales





**MARCH 12-13**  
**THUNDERHILL RACEWAY**

**APRIL 8-10**  
**AUTO CLUB SPEEDWAY**

**APRIL 30-MAY 1**  
**WILLOW SPRINGS RACEWAY**

**MAY 14-15**  
**BUTTONWILLOW RACEWAY**

**JULY 22-24**  
**MAZDA LAGUNA SECA RACEWAY**

**SEPTEMBER 3-4**  
**THUNDERHILL RACEWAY**

**SEPTEMBER 10-11**  
**HIGH PLAINS RACEWAY**

**SEPTEMBER 16-18**  
**UTAH MOTORSPORTS CAMPUS**

**NOVEMBER 12-13**  
**BUTTONWILLOW RACEWAY**

THE WCS WILL FOLLOW THE NATIONAL CHAMPIONSHIP SERIES RULES,  
with the exception that 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](mailto:wcs@pca.org)**

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Greg Phillips, Editor

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