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



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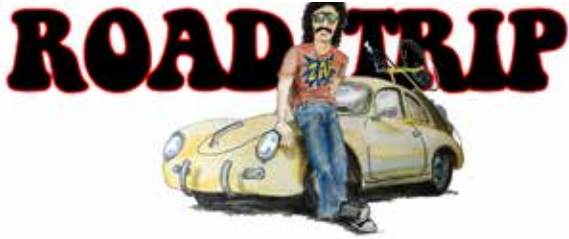


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Features and Pictures



Road Trip

26



30



Luftgekühlt

32



CFOS

31



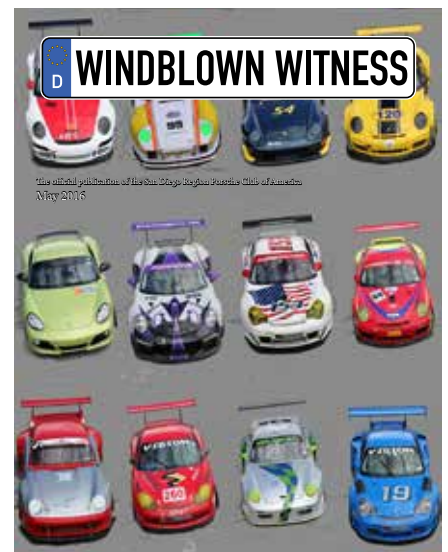
Need for Speed

38

Departments

- 02 Board of Directors, Witness Staff
- 03 Committees
- 04 Up Front
- 06 HAMMER DOWN
- 10 Board Meeting Minutes
- 19 Calendar
- 22 Gone to the Dark Side- Boxsters
- 24 Volunteering Has Benefits
- 37 Membership
- 43 Krispy Kreme & Cars
- 46 Classifieds
- 50 Cars & Cigars
- 52 Advertising Index, Rates, Policy

On the Cover



Collage of Racers at CFOS
Photos by Greg Phillips

WINDBLOWN WITNESS

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<u>Pre-registration</u> Martha McGowan	<u>Equipment</u> Keith Rampmeier
Tim Gage	Matt Sparks
<u>Registration</u> Katie Kinnering 619.593.4053	Marcus Kramer
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Robert Baizer 858.720.0425	<u>Safety</u> Mark Rondeau 858.864.3163
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ax	de	preregaway	timingq
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charity	forum-admin	rules	webmaster
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clubracing	insurance	social	witnessadvertiserdelivery
concours	legal	socialmedia	witnessbilling
	logistics	sponsor	witnessbusiness
	membership	store	yearbook
	militaryliaison	techadvisor	



Up Front-



Where the Engine Belongs

I hate deadlines. I am about due for a break, but I have 2 more track weekends to go before our summer hiatus. This coming weekend is the PCA-SDR Willow Springs Fastest Road in the West Club Race & Time Trial and then 2 weeks later we are traveling to Buttonwillow for the Golden Gate Region's Duel in the Desert Club Race & DE. The Bay area people have so much water they apparently think Buttonwillow is a desert! They need to visit a few more of our desert tracks.

Last month I said there would be pictures and details from Thunderhill; I was wrong. The article and photos from CFOS along with some fun articles from other contributors increased this issue to 52 pages



but no room for Thunderhill. I hope to have it for you next month along with the story for

the Porsches & Parks Tour. I expected April to be busy and it has been. CFOS was a great event that was threatened by weather but we lucked out and really only lost our timed runs to the rain, and some people were still out running to the end. The turnout of drivers was great and we had lots of spectators over the weekend; especially with the less than optimal weather predicted. Kudos to all the volunteers who were out in the rain at times along with Tom Brown and the Zone 8 staff for a well run event. They are a tough act to follow for our SDR Willow Springs event, but at least we should have better weather. Looking back, I ended up missing several of the events, but between the weeklong tour, a long weekend at CFOS, working one weekend and then off to San Francisco for Pat's convention this was a busy month. But I missed the Tax Day Rally; thankfully Sara Gengler made it and wrote an article to go with the photos. I also missed the autocross and baseball day this past weekend, so if anyone has photos or would like to write an article, please let me know.

Also thanks go out this month to Charles Gillespie for his Luftgekühlt article, Steve Grosekemper for the continuing tech series on his Boxster, Sara Gengler for her article on the benefits of volunteering and David Green

for his article on the Mojave Magnum in his GT3. Gary Burch who we usually feature for his drawings and caricatures contributed a story about a road trip back in the day, complete with illustration.



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Featured Project: Dana Point Residence

Architect Bill Behun 619.417.2124
portfolio: <http://www.billbehun.com>



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*Dan Carusillo,
SDR President*

HAMMER DOWN

ROAD TRIP!

A frequent rallying cry heard across our Nation and across many generations. The shouting of "Road Trip to TJ" will get people moving and stir memories of late nights, margaritas and thrills. In 1999 the call went out, but this time from South of the Border. An invitation from Mexico, to make the trip to TJ **FOR** the roads. The event was the Tijuana Grand Prix.

Oh baby! Late nights, margaritas and racing, who could resist? Certainly not the San Diego Region.

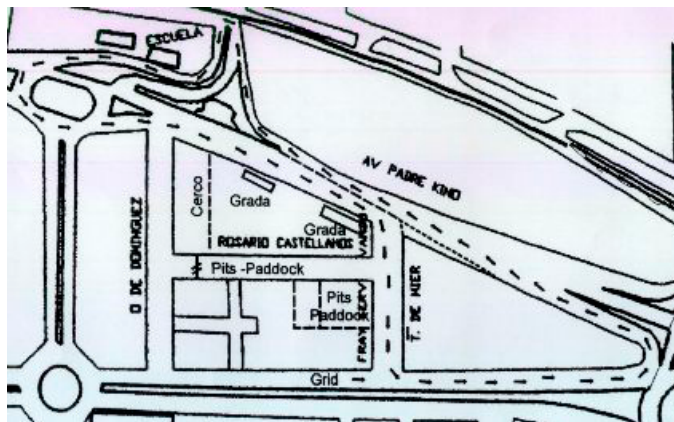


A young Tim Comeau signs autographs

The red carpet was rolled out for the Club Racers, Mechanics and Pit crew in attendance. The royal treatment included police escorts through town to and from the racing pits. But it didn't stop there. Two Club Racers who owned the event hotel, Pueblo Amigo, and an unnamed Gentleman's Club, granted VIP status to the newly emerging celebrities.

By all accounts the citizens and fans treated the Racers like the Professional Champions we all dream to be. The course, unfortunately did not. Narrow with K-rails, concrete chicanes and curbs, the track treated some drivers like pinballs. The attrition rate was high. But cream rises to the top. San Diego's own Tim Comeau drove

the wheels off his 911 to out run most of the competition and place in the top ten. Other San Diegans and Club Racers that represented and performed well include Marty Mehterian and Dave LeSage. Of course Black Forest and John Rickard were there providing on and off track support.



Track Map 1999 TJ Grand Prix



Hector with John Rickard



Pit row with Dave LeSage's purple 911



Although less than twenty years ago and hosted by a border town, the TJ Grand Prix had the feeling of Old Mexico. And the spirit of racing past. Racing that not only happened in the streets of, but included the town. An historic event that is part of our SDR history. So the next time you see Tim, Marty, John or Mark Kinninger ask them about the race. If you're not specific you might even hear about the Los Angeles or Tecate Grand Prix instead. Oh, wouldn't that be awesome? Hats off to all. They really kept the *hammer down*!

Dan Carusillo



Marty Mehterian's widow maker

Tijuana Grand Prix Final Results

O/A Position Name Class Position Laps Fastest Lap in Race

Group 1

1 - 911TT	Rady, Harry	P1T	1	9	59.329
2 - 930	Mehterian, Marty	P2	1	9	1:02.990
3 - 911	Agajanian, Dan	P1	1	9	1:02.790
4 - BMW M3	Sofronas, Jim	P3	1	9	1:04.008
5 - 914-6	Flynn, John	P3	2	9	1:04.496
6 - 911	Bruno, Dino	P3	3	9	1:03.325
7 - 944T	Mello, Wayne	P3	4	9	1:04.349
8 - 911	Comeau, Tim	P3	5	9	1:04.500
9 - Mustang	Inclan, Edward	P3	6	9	UNK
10 - NSX	Hayashi, Doug	P2	2	5	1:05.667**
11 - 911	Agajanian, Tammy	P2	3	5	1:05.084
12 - 911	Sweeney, John	P1	DNF	3	1:06.261
13 - 911	Colby, Trevor	P1	DNF	0	
14 - 911	LeSage, Dave	P1	DNF	0	
15 - 911	Peterson, Tom	P1	DNS	0	

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here's an opportunity to help homeless and at-risk kids

Monarch School in San Diego, is dedicated to serving homeless and at-risk children 5-18 years old. The school provides education, meals, medical, and dental services, and after-school enrichment programs.

-May 1st - June 24th-

please bring **NEW** socks, **NEW** underwear and other stuff including body wash, shampoo, conditioner, lotion, and gently used shoes, to any SDR event.

Donations will be presented at the PCA-SDR sponsored Family Dinner on Friday, June 24th

CONTACT:

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or

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April Board Meeting

PPCA-SDR Board of Directors
Meeting Minutes

April 6, 2016 SDR Board of Directors meeting – Call to order at 7:05 pm.

Board Members in

Attendance: Dan Carusillo, Karen Garcia Raines, Bruce Wing, Javier Varon, Matt Schiller, Keith Verlaque, Sara Gengler
Secretary (Rick Richardson via proxy): Minutes for March 2016 BOD meeting submitted. Approved M/S/P.

Treasurer (Bruce Wing):

Monthly treasurer's report submitted. Approved M/S/P

Old Business (Dan Carusillo):

- Decision on additional transponder purchase. Approved M/S/P
- Update on Porsche dealers' "Join the Club" form. Still in progress.
- Additional nominees to Marc Matanza and Karen GR. for text blast moderator. Dan C. asked Karen GR. and Marc M. to nominate a chair by the next meeting.
- Update on e-vote status. Still in progress.
- San Diego Parade 1992 swag: Tim Comeau presented the club with vintage event glasses to decide what to do with them.

Social (Victoria Varon):

- Porsches & Parks (P&P) Tour recap and budget reconciliation was submitted. Approved M/S/P
Proposal for next year's P&P Tour on March 25th through

April 2nd and increase participation to 40 cars.
Approved M/S/P

- California Festival of Speed (CFOS) event: Proposed an SDR Saturday hospitality suite and/or mixer Friday evening. Tabled until next year.
- Upcoming events update:
 - Padres vs. Cardinals @ Petco Park event
 - Art Glass Event is almost sold out
 - Progressive Dinner still has room for more attendees
- New events request:
 - Proposal for a Chocolate & Scotch Pairing on May 28th. Approved M/S/P
 - Proposal for a Movie Night on June 30 – "Independence Day: Resurgence." Approved M/S/P

Charity (Lori Chesley):

Proposal for Monarch Dinner on Oct 28th. Approved M/S/P

Autocross (AX) Report (Mark Curran via proxy):

Report and budget reconciliation from March 26, 2016 AX event submitted. Approved M/S/P

Concours (Bev Gould via proxy):

Proposal for a car detailing class on June 4th. Approved M/S/P

Equipment (Keith Rampmeier):

Request for more storm drain socks, not to exceed \$300. Approved M/S/P

Insurance (Cathy Young via proxy): Insurance coverage

is up to date. Reminder: She needs a minimum of two weeks advance notice to secure insurance for events.

Qualcomm Chief Driving Instructors (QCDI;

Christopher Riordan/

Keith Verlaque): The budget reconciliation for the March Performance Driving School (PDS) of March 11–13 was submitted. Approved M/S/P Dan C. suggested we consider raising the price of PDS. Bruce W. requested a budget for reward vouchers issued to volunteers and instructors, so the club can work them into the budget.

Tours (Keith Verlaque): Recap of last tour. Next driving tour is Sunday, June 5th. Proposed a three-to-four-day tour tentatively in the early fall.

Membership (Gisele Gonzalez via proxy):

Status update: Club membership is down from the start of the year by 29. The Membership Committee will investigate why and how best to increase membership.

Sponsor (Javier Varon):

- Status update regarding tech sessions at the dealerships: Tentative date chosen by Hoehn Porsche in Carlsbad for their next upcoming tech session is Sat. June 11th.
- Reminder to discuss club race sponsorship with Vision at CFOS.

President's Report (Dan Carusillo):

- Proposal to promote April 10th air-cooled Porsche

Luftgekühlt event in Vernon, CA. Promotion via e-blasts & posts on SDR social media venues was approved.

- Update on SDR sympathy for Jon Warshawsky in ICU following car accident: Club sent flowers and a card.

New Business:

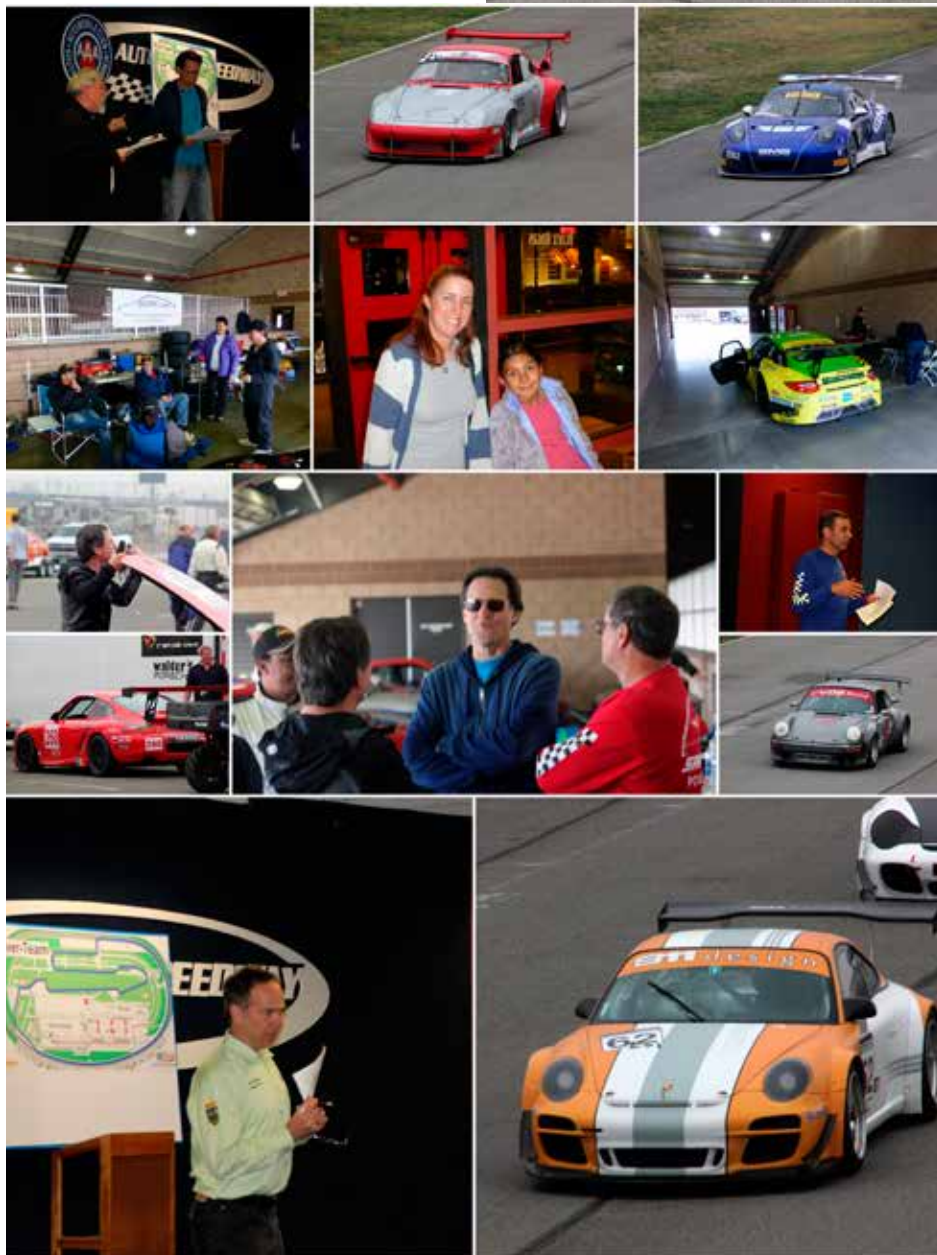
- Bruce W. proposed a FAQ or "how-to" section on the SDR website and requested that it be revisited and discuss w/Greg Bartley, the SDR webmaster.
- Keith V. reported that Greg B. regrettably resigned from the Tours Committee due to his busy travel schedule. Keith V. nominated Mike Brown as co-chair of the Tours Committee. There were no objections.
- Keith V. asked Sara G. to send the Committee database to him, so he can have nametags made for Committee Chairs that don't have them.

No Report Submitted:

Webmaster: Greg B., **Museum:** Michael H., **E Master:** Bev G., **Historian:** John S., **Goodie Store:** Bob & Betty H., **Legal:** Jim R., **Safety:** Mark R., **Club Race:** Greg P., **Speedfest:** Katie K., **Social Media:** Marc M., **Witness Billing:** Tom G., **Forum:** Steve G., **Archivist & Policy:** Tom B., **Witness Editor:** Greg P., **Volunteer:** Sara G., **Rally:** Craig F., **Tech Sessions:** Jim M. & Ulrich M., **Drivers Awards:** Katina R. & Tami I., **DE/TT:** Robert B. & Jack M., **Vice President:** Karen GR., **Military:** Rick R.
Announcements:

- Many thanks to Sister Cindy & Brother Bruce Wing for hosting this month's BOD meeting!
- The next BOD meeting will be at the home of Jim Mullady and Robin Douglas (1828 Hunsaker St., Oceanside, CA 92054) on Wednesday, May 4th at 6pm.

April 6, 2016 SDR Board of Directors meeting ended at 8:50 pm.



A collage of 15 photographs from the 2015 SEMA Show. The images show various automotive displays, including a blue sports car, a red open-wheel race car, a green Formula 1 car, and several booths with people interacting. The collage is arranged in a grid-like fashion with some images overlapping.

Bumper 2 Bumper

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Change of format for PCA-SDR back country road driving tours.

Starting with the upcoming Sunday June 5th back country roads tour, SDR will be using Motorsportreg.com to register participants ahead of time for driving tours. This is for two reasons, one to assist the tour chairs planning for the number of participants ahead of time, and two because PCA is bringing out a new procedure requiring that all regions follow this as standard practice.

The primary focus of San Diego Region driving tours is to be as safe as possible at all times. Due to the high number of variables out on public roads, it is necessary to take some fundamental precautions.

These include but are not limited to:

- Holding a drivers' meeting prior to the tour departure to discuss safety and the salient parts of the upcoming drive.
- Discussing procedures in case of an emergency or unexpected incident such as a vehicle breakdown.
- Ensuring that the insurance waiver is signed by all participants including drivers *and* passengers.
- Clarifying communication methods for participants to contact tour leaders and covering the correct usage of the printed tour directions.
- Outlining the importance of abiding by all rules of the road including observing speed limits.
- Bringing up techniques to assist in ensuring participants are safe, such as maintaining a defensible space between your car and others, maintaining a high visual horizon and watching out for the car behind you so as not to lose drivers.

Above all it is important to remember that all tours are non-competitive, are not a race and should be driven at a relaxed pace.

With all of these criteria coming into play, some may ask are SDR tours still fun? The answer is absolutely YES, because SDR tours will take you on some little known back roads. Even though you may have lived here for many years, it is very likely that you will find some new "Porsche roads" where the principal activity is enjoying what your Porsche does best.

After each tour we typically invite participants to join us for a relaxed lunch to share some of the experiences of the day and sample some of PCA-SDR's legendary camaraderie.

If you haven't been on one of our tours, we invite you to give it a try. We think you will be surprised how enjoyable touring the back roads of San Diego County in your Porsche can be. Several drivers retain the tour directions and return during their own time purely for the pleasure of enjoying the drive.

To find more details on the next tour on Sunday June 5th, such as starting time and location, go to our website calendar on pcasdr.org and please don't forget to register ahead of time on Motorsportreg.com where you will be required to create an account if you haven't already done so.

I'm looking forward to seeing you on a tour.

Keith Verlaque – tours@pcasdr.org

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May 2016- June 2016

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 if you have any questions.

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.

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.

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 4th AX of 2016. Registration is at www.motorsportsreg.com

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. 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

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 a 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.

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.

May 28 Saturday Scotch and Chocolate Social

Time: 4:00 PM - 6:00 PM

Place: Dallmann Fine Chocolate 789 W. Harbor Dr, Suite 122 in Seaport Village

Details: Join us as we taste and pair scotch and chocolates at Dallmann Confections! Sommelier Jayson Knack will be joining us to discuss each pairing and answer any questions.

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 Embargo Grill Point Loma. Cocktails at 6:30, dinner at 7pm

June 1 Wednesday Board & Member Meeting

Time: Dinner starts at 6:00PM.

Meeting starts at 7:00PM.

Place: Raines home. 390 Dewane 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.

June 4 Saturday Basic Detailing Class

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

Cost: \$20

Details: Learn the basics of taking care of your pride and joy. Volunteers will show you what they have learned how to make your Porsche look it's best. Registration on Motorsportreg or contact Bev at bev Gould@me.com

June 5 Sunday Back Country Roads Driving Tour

NEW! PLEASE NOTE:

PRE-REGISTRATION IS REQUIRED – GO TO MOTORSPORTREG.COM TO SIGN UP.

This non-competitive tour on Sunday June 5th will start from the South West corner of the Westfield North County Mall parking lot near BJ's Restaurant and Brewhouse 204 E Via Rancho Pkwy, Escondido, CA 92025

June 11 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.

June 11 Saturday Hoehn 911 Tech Session

Time: Starts at 11:00AM.

Place: Hoehn Porsche 6800 Avenida Encinas, Carlsbad 92011

Details: This is a tech session you will not want to miss. Join us at Hoehn Porsche for a detailed look at the latest 911 and it's new turbo technology. Plus you will hear about and see the latest

evolution from Porsche. Refreshments and prize drawings.

June 12 Sunday 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 5th AX of 2016. Registration is at www.motorsportsreg.com

June 18 Saturday Progressive Dinner (North County)

Time: 5:00 PM - 10:00 PM

Cost: \$45 per person

Details: Includes a 4 course meal with an open wine bar. Non alcoholic beverages will also be available upon request. Registration fee is non-refundable for catering and planning purposes. **Registration** is at www.motorsportsreg.com

June 19 Sunday Car Show at Eastlake Village Walk

Time: 4:00 PM - 7:00 PM JUST SHOW UP!!

Place: Village Walk in Eastlake Village in Chula Vista.

Details: SDR members are invited to display their Porsches at Village Walk in Eastlake Village in Chula Vista

June 24 Friday Monarch School Dinner

Time: 4:00 PM - 7:00 PM

Place: Monarch School San Diego

Details: PCA-SDR members provide and

serve dinner at Monarch School. The School is dedicated to serving homeless and at-risk kids 5-18 years old. The School provides education, meals, medical and dental services, and after-school enrichment programs. This is the 10th year SDR has been helping Monarch School children.

June 25 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.

June 28 Tuesday LTS – Tekila Cocina Mexicana (Bonsall)

Time: Starts at 6:30PM.

Place: Tekila Cocina Mexicana, 5256 S. Mission Rd, Ste 907, Bonsall 92003

Details: Meet up with your Porsche club social friends at Tekila Cocina Mexicana in Bonsall. Cocktails at 6:30, dinner at 7pm

June 30 Thursday “Independence Day Resurgence” Porsche Movie Night

Time: 6:30 PM ~ 9:00 PM

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

Details: The cost of admission is \$13 per person. Your ticket allows you to recline in plush, oversized seating, enjoy any concessions you purchase separately, and be in the company of like minded Porsche enthusiasts





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“Safety first, let’s start with where you and the car meet; in the seats.”

There are really quite a few components that compromise the safety system of a modern Porsche track car. And by modern I am going to be lenient and include anything built after I left high school!

The main ingredients to this system are the seats, harnesses, and roll-over protection. And since both harnesses and roll-over protection are predicated by what we do with the seats, that is where we need to start.

Stock Porsche seats are great in keeping you securely in the car in comfort, while allowing reasonably easy ingress and egress. But that is more or less for “normal” driving at legal driving speeds.

When you modify a car and start taking it to the track, the driver will see a huge increase in lateral cornering forces. At this point, it becomes an issue of using your energy and concentration on performance driving instead of trying to stay upright in your seat. The solution for this problem is a proper racing seat.

Now if I had my choice and an unlimited budget, I would just put in a pair of factory GT-3 seats. After all, this is a “Track” street car... and to me, factory GT3 seats are like sitting in a custom tailored seat. Great sliders, harness through-holes, are the best compromise of support and comfort. But remember that cheap, fast, reliable matrix I talked about in my first article? Those things blow cheap right out of the water!

I typed “996 GT3 seats” into Google and my first hit was a “like new” set on eBay for only—\$4000! Time to

By Steve Grosekemper

Illustration by Gary Burch

implement plan B; how about real racing seats? Not as comfortable or as stylish, but better for racing and a lot more cost effective.

All my earlier racecar projects have been pre-90’s 911s, 944s, and 914s, which can take quite a bit of modification to get a proper racing seat installed and set up for sufficient head room. This can include cutting out and welding in new lower seat rails and brackets.

Boxster/996 cars and beyond have a completely different (safer) mounting philosophy. They have a bent seat rail (slider) that is bolted to the floor with two 10mm high torque (Torx) bolts and a 10mm locating security pin on each side.



Note the 10mm locating pin in this upside down passenger racing seat.

’86-’96 seats have three 8mm normal strength bolts holding it to the floor per side. ’85 and earlier seats have only two 6mm bolts holding them to the floor per

side. You don't even want to know about stock 914 seat mounting...



Here is an example of an '86-96 style seat with 8mm seat rail bolts on the left and a pre-'85 seat with 6mm seat rail bolts on the right. One in front (shown) and two in the back per side.

You can clearly see that 8mm is better than 6mm, and 10mm with a security pin is way better than either; but how big is that, anyway? 6mm is a big cocktail straw, 8mm is a soda straw and 10mm is a Slurpee straw with that little spoon in the end. (Man, summer's almost here and am I getting thirsty!)

The bent part of the seat rail is important because that puts the bolts at different angles, which increases the strength of the mounting. (It's like it triangulates the mounting forces).

But the most important part is the security or locating pin. You see, if the seat bolts of earlier cars come loose and you are in a severe accident the seat rail goes forward as the car stops abruptly. This acts like a pair of scissors (or more precisely a set of bolt cutters) on your body. But don't worry, what happens to a driver in a detached seat after a severe frontal collision is usually closely detailed in the coroner's report. (Ouch!)

So why the history lesson of Porsche seat mounting? So you will understand why I made the seat choices I made. And frankly, so everyone with earlier cars will go re-inspect their seat mounting bolts.

My #1 priority was to use the factory seat slider. It is safer and has a cool return spring that pops the seat forward when you release the lever.

Race seats are more difficult to get in and out of, so this slider is going to be used a lot on a car that is street driven. Getting in and out of race seats usually requires sliding the seat all the way back, especially when there is no quick release steering wheel. Factory sliders will also outlast any aftermarket unit.

But how do we get the factory bottom-mount sliders to mount to a side-mount racing seat?

Easy as a click and a credit card away at www.Bkauto.com, who should be paying me for this shameless plug, but unfortunately they aren't. Brey-Krause makes a

lot of high quality, well-designed products, and has an awesome selection of seat adapters to attach Recaro, Sparco, OMP and GT3 seats to 986/987/996 factory seat sliders.

The downside to this is using the factory sliders make the seat sit up a little higher. But for me, the last kid to be picked for junior high P.E. basketball, it was not a real issue.



The aluminum bar between the front and back roll hoops show that there is plenty of room here with my barely 5'7" frame. If a roll bar was used instead of a cage, the aluminum bar would be touching the front windshield frame and I would have lost about an inch in helmet clearance.

With my Stable Energies 6-point roll cage, I can use these brackets, along with my beautifully recovered Sparco Evo-2 seats, and I fit under the roll hoops with no problem. I even put my slightly taller Black Forest crash test dummy buddy, David Quesnel, in the car, and at 5'10" (first thing in the morning, he says) he had a net clearance of about ½ inch.



With David "Crash" Quesnel in the seat there is still room to spare, but without the front hoop he would be at or near a net zero helmet to roll bar clearance ("broomstick" rule).

For reference, the previous owner, Mike Dougherty, had the Sparco seats mounted to the floor (using a BK-Auto bracket) and at 6'1" he was two inches under the roll hoop. (PCA Club racing requires a 2-inch clearance, where PCA TT/DE rules only require the top of the helmet to be below the top of the roll hoops.)

Mike is now living large in Germany, so I used Keith, the tallest guy in the shop, to be my STCTD (Super Tall Crash Test Dummy).



Keith is clearly too tall at 6'4" to pass the broomstick rule with these seats and sliders, but you can see how someone at 6'2" would probably still make it, as long as a roll cage with a front hoop was used. (Don't tell Keith he is too tall to be a professional racecar driver—he still thinks he has a chance.)

Now, once the seat mounting is in the perfect spot so it is as low as possible while still allowing clear forward vision, we can look at seat harnesses and roll-over protection. But that will be a discussion for next time...



Club Volunteers

By Sara Gengler
Volunteer Coordinator

Getting involved as a volunteer with the Porsche Club of America-San Diego Region (PCA-SDR) can be a very rewarding experience in a number of ways. There are many reasons to consider sharing your time and talents with our club. Some of the most common reasons that people choose to get involved include:

- Helping to enrich the lives of others
- Assisting those that don't share your knowledge or skill set
- Gaining valuable skills and experience
- Enjoying an opportunity to work (and canoodle) with like-minded people
- Repaying the benefits that you've enjoyed as a club member
- Learning more about Porsches and the opportunities and benefits of ownership
- Developing a closer camaraderie with friends
- Showing your support for or promoting a particular group or activity within the club
- Making new friends and enriching your club experiences
- Having a purpose at club events
- Enjoying perks that non-volunteers don't get to enjoy like Porsche- and club-branded gifts of appreciation; a coveted invitation to the annual PCA-SDR volunteer party; learning the inner workings of one of Porsche North America's premier regions—and my personal favorite—having more fun at all club events and activities because you've developed closer friendships with more club members



Reap Countless Benefits



There are many opportunities to volunteer with the PCA-SDR over a wide platform of activities. With more than 2,500 members in the San Diego Region, ours is a very diverse club that offers a wide array of activities, including, but not limited to

- Social events like dinners, movies, sports events, ladies nights out, and parties
- Road trips, driving touring, and rallies
- Racing at every level
- Concours d'elegance car competitions and shows
- Learning opportunities such as automotive tech sessions, performance driving school, how to become a car show judge, or learning to be a driving instructor
- Charitable activities to help our military or those less fortunate
- Publishing, sales, marketing, and electronic technology opportunities
- And so much more



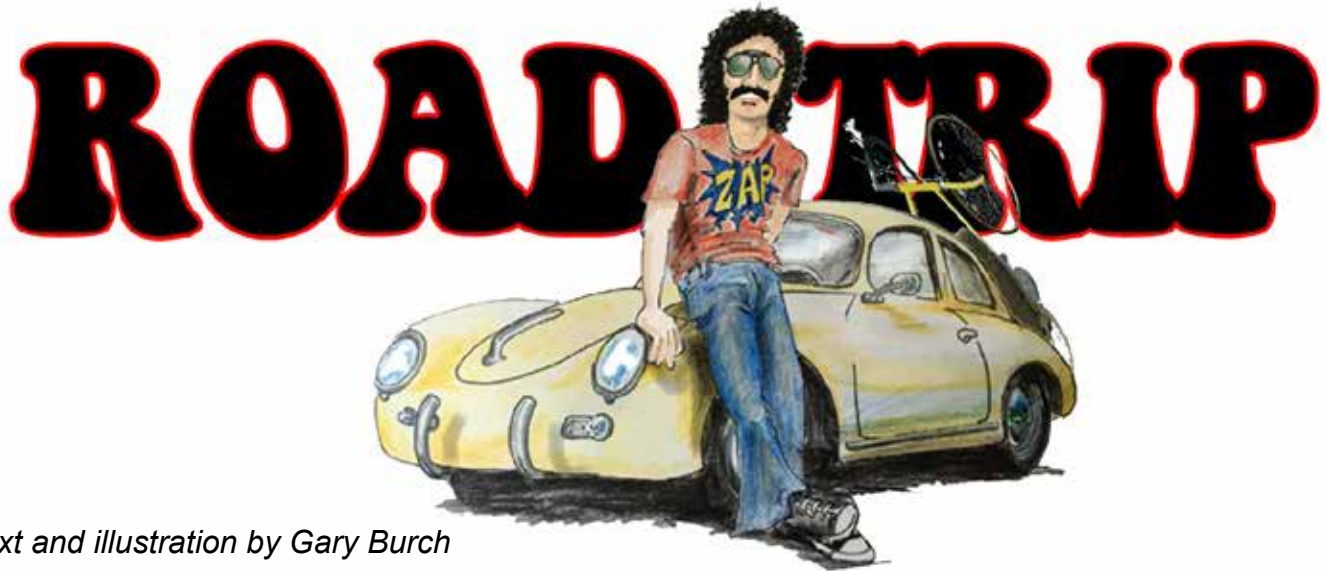
There's something for every taste and interest in the San Diego Region Porsche Club.

If you're not sure with which committees or activities you'd like to volunteer, spend some time thinking about the types of things you enjoy and the activities you're likely to find most rewarding. Then check out the PCA-SDR website at <http://www.pcasdr.org>. Click on the "Our Club" tab near the upper right. Then in the drop-down menu, click on "Get Involved!" for a list of volunteer opportunities that exist within our club. A brief description is provided when you click on the question mark next to the listed opportunities. Once you've found some activities that appeal to you, let us know by completing the online volunteer form and submitting it to me, your club Volunteer Coordinator. Alternatively, feel free to email me, Sara Gengler, directly at Volunteer@pcasdr.org with your preferences, tell a club board member, or tell the chairman of the committee with which you're interested in participating. We would be delighted to hear from you.

You can soon expect to be contacted by the chairpersons of the committees for which you've expressed interest to discuss which activities would best suit you. No need to feel like you're signing your life away. There are opportunities that require no more than a few hours a month. If you'd like to work at an event, don't feel like you have to give up your entire day. Often a commitment of just a few hours is appreciated. If you'd like to become more heavily involved, the club can accommodate you on that level as well.

Once you make a commitment to get involved and volunteer, you'll likely find that the rewards you enjoy as a result of your participation far exceed the time you relinquish. There's no better time than the present to participate in a fun and rewarding activity. After all, volunteers are the lifeblood of our club, and the sooner you get started, the sooner our club will enhance your life too.





Text and illustration by Gary Burch

It was in a garage bay at the Phillips 66 station on Boyd. Not quite all together, but the promise was it would be. Can't say it was love at first sight, though....

Nerf bars instead of bumpers—that was hard to miss. The color was a strange shade of yellow, like they couldn't commit to real American yellow and used this pale Euro stuff. Did look good with the brown and tan interior—leather, I was to find out later. This I saw thru the sun roof. They had sunroofs in 1959? I ran my hand along the top, just above the window, down the rear glass to the fender, smooth, flowing, almost sensual. Big ivory steering wheel with banjo spokes, simple dash and shortwave radio—how could I go wrong? A little small on the outside, I thought, low to the ground, tough getting in and out. I had previously looked at a '56 Thunderbird, which was twice the size of this Porsche and I could barely get in it. Forget any pedal contact, dash was too low. So I had my doubts about this thing.

There was a big rack on the engine lid, and underneath that was a single chrome grill. The lettering below read:

PORSCHE

1600

SUPER

The timing was perfect, the car would be finished in a couple of weeks—clutch and valve job. I had a job offer in Jacksonville, Florida, of all places. Friend of my sister's, built swimming pools and needed some reliable help, couldn't find any, so I got the call. I would be starting first part of the summer.

Spring semester was over in a month and school was a real drag. I had some good classes, but also some bad ones. My art classes were going pretty well, not much organization, lots of late night studio work, hanging out, looking' like a college art major. That attitude didn't work too well in history and economics, marginal at best in composition class. I was hanging on, but the thread was getting weak. I had my portfolio and art projects almost finished, and for the others, I decided, drugs and alcohol would keep me primed for the finals. A clear mind is a sound mind, don't cloud it with too many numbers or facts and you'll be fine. This was not the last time this plan let me down, but I am much better now.

Got a call a couple of weeks later—the car was ready.

This is really something, I'm thinking as I get in. I feel like I am sitting on the ground. I can touch every part of the interior from the driver's seat. I could wear a cowboy hat in here if needed, there's that much head room. The window sill is

just about even with my shoulder. It's going to take some time to get used to this. Key's on the left—almost couldn't find it.

Clutch in, spin the motor, and it starts right up. Not exactly earth shaking, but sounds good. Couple of revs, jump out pay the guy...

"Take it easy for a coupl'a hundred miles," he says.

"Sure, sure..." I say, and I 'm off.

My first impressions? Very direct. I had owned mostly Chevys, a VW bus (nothing direct about that), and an Olds 442, probably the closest to the Porsche. It was a new experience. The amazing thing about it, even then, was...the attitude...no, the *perception* of it. Not only by me, but in general. I found I had moved up on the cool meter by about 12 degrees. And what really took getting used to was people in other Porsches flashing their lights at me! This also tended to make you very uncool when you ran off the road or into their lane trying to flash back. In other words, the location of controls was totally different. But, after a couple of weeks driving around, everything became very intuitive. Whoever built this must have done lots of research. Now I know; then I could only appreciate it.

The semester ended, and not well. I was ready for the road, so school was the least of my worries. The future would have been smoother and more predictable with a bit more attention and a little more effort put into my academics. Looking back through the prism of history, it's easy to see. But, now, just as then, relying on predictable is, well...too boring....

I'm packing the evening before the trip. Stereo (man those things were huge back in the day) inside the car. The rear seats folding down made this much easier. Put all my clothes in a sea bag, strapped it to the luggage rack, and then strapped my Schwinn Varsity (which was yellow too) to that. Looked a little Okie, but at least I didn't have a mattress on top.

I was set...

Got an early start, sunroof open, flying down the interstate (that's what we called the freeways), Ray Ban Aviators, bellbottoms, Chuck Taylor All Stars, and a Zap t-shirt, headin' outta town. I gotta tell you, the open road in that car was a wonderful experience. What really made it fun was the occasional big gaps in the interstate system. For one reason or another, it wasn't completed yet, and usually this provided the most fun sections—tight corners, hills, small towns. Passing on those two-lane roads was a real challenge. After I got the hang of it, I was an animal. More than once I heard a blaring horn in the background. Still don't know how that Schwinn stayed on....

Made Dallas before lunchtime. Breezed through, hit the 45 and headed for Houston. Perfect driving day. Late spring in Texas can be beautiful, especially if you don't have to live there. Storms, bugs, rednecks, hot, lots not to like, but that day it was real nice. Pounded into Houston. Coming into Houston is kinda weird, lots of pine trees and hilly, then going through the town it's flat, except for the freeways, and they are everywhere. Made it through and found a place to stay out by the Astrodome. Good day's drive—the little car did very well. I remember being amazed at how comfortable and easy it was to drive. It had what...90 HP? But, it seemed I never lacked for power, just made you pick your spots and the right gear—later on I would learn to call this momentum.

Left Houston early. Took the coast road to New Iberia, LA. The Gulf is beautiful in the morning sun, cruisin' with the sunroof open (don't remember ever closing it). This is where you really start getting a sense of the south. Little towns, some big homes, plantations, maybe that moss stuff hanging off the trees, lots of confederate flags. Life was good, hoping Jacksonville would be the same. Hit New Iberia a little after one o'clock....

That's when I first saw her.

She was sitting at the stoplight in a Ford Mustang. I pulled up beside her, and tried to casually look over. To my surprise, she was casually looking

over in my direction. Over the next few seconds we had ourselves a rush-hour romance, right there on the streets of New Iberia. HONK! Light changed and the spell was broken, but not forgotten. I was looking for the 90 east to Morgan City when I spied the white Mustang up in front of me, turning onto the 90 east.

I caught up with her and we played car-tag all the way to Morgan City. The little Porsche was so nimble and fun, it made the Mustang look like the big hulking mass it was. We took turns leading and sailed on into Morgan City. I needed to stop for gas, so I flashed my lights (love that feature), got up beside her, and pointed to the Texaco coming up. With a nod and a smile, she pulled right in behind me. Sweet!

After I got the gas going, we spent the next few minutes in that awkward initial phase, trying to secretly check each other out without exposing too much about ourselves. It didn't take long to transition into attraction phase, and then on into the "let's see where this goes" phase. Turns out she has an apartment in the Garden District, and knows a great little spot for red beans and rice with some shrimp on the side.

There are times when random uncertainty steps back, and the third eye opens to the oneness of it all...

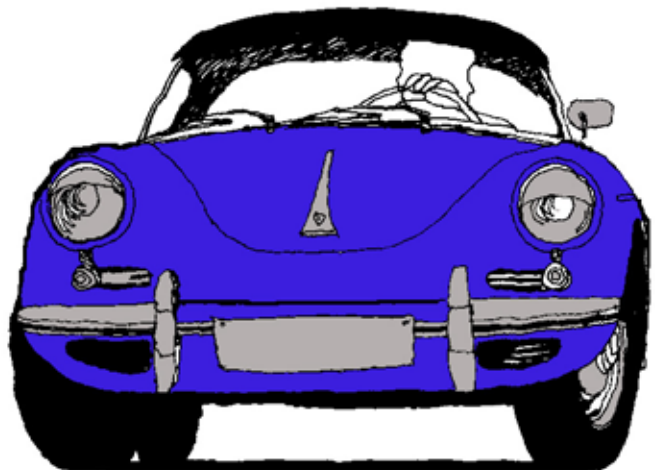
The strobe of sun produced by the Huey Long Bridge ricocheted off the hood and danced through the interior of the small yellow car. The rhythmic thump of the pavement gave an underlying beat to the proceedings, as the sweet exhaust sound played off the railing. Up ahead, the white Mustang pulled us ever closer to the shaded New Orleans skyline. The crawl of the metallic Mississippi underneath thickened the timeless, tenuous sagacity of the moment. To this day I can recall every nuance and detail of that drive across that bridge...

It was perfect.

It goes without saying, I was more than a couple of days late getting to Jacksonville. Beth (her name was Beth) was terrific, and the whole experience with her was, well, unreal. But you

know what, it's the trip in the Porsche that was the experience. It's the one car I most regret selling, but somehow just owning it and enjoying it for a couple of years is almost enough. If I had it now, I would cherish it. Back then, I just enjoyed it. Today you wouldn't put everything you own in it (and on it) and drive to Florida. It was a great time in a great car, I feel lucky to have that. It is part of my history, and wherever it is now, I am part of its history.

Now that I think about it, it was love at first sight....



'70 RSR Goes to Luftgekühlt



By Charles Gillespie

With California Festival of Speed facing the prospect of rain, and other life commitments intruding, I decided this year to spend Sunday, April 10th at the third annual edition of Luftgekühlt (which means “air-cooled” in German). Started two years ago by Porsche factory driver Patrick Long and LA creative designer Howie Idelson as a hip, modern homage to all Porsches cooled by air, Luftgekühlt has quickly grown to be second only to Rennsport as an opportunity to see classic Porsches on display. Although there are an abundance of racing Porsches, unlike Rennsport, the focus is much more on cool examples of street and hot rod Porsches – everything from 100-point restorations to R-Gruppe, RWB, Emory Outlaws and ratty old 914, 912, 356, and every 911 from 901 to 993 were proudly displayed. The show was overwhelming in the quantity, quality and variety of cars on display, so I highly recommend putting this event on your calendar now for next year (hopefully there won’t be a CFoS conflict again!). Here’s a quick diary of the highlights of our (‘70 RSR, my 1970 911T-based RSR clone and my) trip this year to whet your appetite!

6:30am, Point Loma: Luftgekühlt quickly out-

grew its first venue, so this year it’s at the factory compound of Modernica (50’s modern furniture) in downtown LA (DTLA and 50’s modern – told you it was hip!). So we woke up the neighbors and rolled out of town with the goal of arriving at 8:30, half an hour before the doors opened. Plan is to keep it between 80mph and “GoToJail” on the 5N.

7-ish, Camp Pendleton: Easy drive in the early hours, under dramatic skies, but with no hint of rain (good thing; wipers on ‘70 RSR’ are mostly for looks). No other P-cars on the road until the base, when a pair of silver 993’s (one coupe, one cab), blew by me, clearly having a ball heading north. Thumbs up all around! Must. Keep. It. Under. 100.



8:15am, DTLA: Pull off the 10West onto bumpy factory streets with almost no one in sight... except for one black 911 pulling up behind me. What are the chances? It's Keith Shaffer from SDR in his classic 1979SC who got there so early he's been out scouting the 'hood. We play tag through the warehouses until we hit the line of 911's turning off the main road.



8:30am, Still outside Modernica: This is a looong line of classic Porsches of every vintage, but we're eager to get off the road and get inside! Two cars behind me is Willow Springs and 12-Gauge Garage celebrity Jack Olsen in his '1972RSR', so we pull into a side parking area instead of waiting for the main gate to clear. Classic shot of his black '1972RSR' next to my white '70 RSR' to start the day!

8:35am, Nirvana! After paying \$10 to enter (\$25 if you park inside the gates – bargain!), Keith, Jack and I walk in and are confronted by a Gmund coupe, Jeff Zwart's 914-6 and 906 race-cars, Bruce Canepa's (modified!) 959, an Abarth Porsche, and a slammed early 911 on "steelie" wheels with a 300hp engine. We are in the right place!

9am-12pm, Luftgekühlt: This event is over-the-top in terms of automotive eye-candy, car-guy celebrity watching (Seinfeld, Dempsey, Walker, McQueen, Long, Zwart, Kendall, Myers, Hunziker, to name-drop a few), regular celebrities (I'm told there were a bunch of movie, music and TV stars, but I like cars), and SDR folks, including Bryant Nguyen and Michael O'Neal with their RSR



clones, and several other cars I recognized from our region, even if I didn't see their owners. The venue was a cool combination of open spaces, architecturally interesting buildings and trendy food and drink, and at least 3 football fields full of cars... too much to describe, so check out the pictures and do a search for Luftgekühlt on Facebook to get a flavor.

12:30, LuftAuto Auction: As cool as the event was, there was a higher-purpose: to raise awareness and funds to fight pancreatic cancer (fourth most deadly form of cancer in U.S.). The main focus of the fundraising was the live auction of the LuftAuto, a 1985 911 Carrera Coupe, converted into a bespoke 911 rally racer by a stellar team of car folks including: Emotion Engineering, Rod Emory Motorsports, Benton Performance, Deus Ex Machina, and Pelican Parts. Final shakedown testing and set-up was done by Jeff Zwart, 7-time Pikes Peak Hillclimb champion. RM Sotheby's auctioned the car, and while there were a number of phone bidders, someone in the crowd bid the winning \$275,000 to take home the car, and make a sizeable contribution to fighting a killer disease.

1-3pm, 5S: Exhausted, but satisfied, the ride home included Rolling Stones, slight drizzle, and speed... along with memories of cars, people and an event that won't soon be forgotten. Add it to your automotive bucket-list folks!



CFOS- You don't need a weatherman to see which way the wind is blowing



TTOD

Text and Photos by Greg Phillips

As the California Festival of Speed approached, the weatherman was trying to rain on our festival. The prediction was for rain starting on Thursday and then worsening on the weekend with thunderstorms into Sunday. So we did the smart thing and just ignored the predictions and carried on. Since I was working on Thursday morning, Steve Grosekemper left earlier from Black Forest and headed up to handle tech at the track. I left at lunch and headed north on the I15 and it was already raining. The trip looked like traffic would interfere as traffic stopped just before the I8 where a big rig had crashed into the median in the wet. But as a harbinger for the weekend, it cleared quickly and was clear the rest of the way. I arrived about 2:30 at the track and my 911SC was unloaded and tech was underway.

I was able to finish up registration, get my wristbands and parking passes and started taking some photos. The weather was dry but cool and then there was drizzle in the afternoon as tech continued and the garages and RV lot filled up as the trailers, transporters and other racers rolled in. This is the biggest Porsche event in the Southwest and this year due to a combination of PCA and POC drivers there were over 200 registered. Tech was finished and we headed off to the Radisson to check in for the weekend and then headed to BJ's Brewhouse for dinner before an early turn-in.

Friday was an early start as they were finishing tech and then the drivers meeting. The club racers had already met and they were getting ready to start out first. Tom Brown opened the meeting to welcome the POC drivers and then Jack Miller went through the safety procedures and reviewed how the weekend would progress. Next was Robert Baizer to cover the timing procedures and then the student-instructor pairings. My student for the weekend was Douglas Volder who was also driving an early 911, although a Carrera with the G50 transmission. He usually has been running with the POC Time Attack series and although he had driven at Auto Club Speedway before, it was just the infield section and this was his first time on the Roval.



Since the club racers were out for the first 2 sessions, we had a little more time before Steve was out in the Red run group. Although there had been rain overnight the track was dry as they headed out, but drizzle started soon after the yellow flag labs were done. We were on a new set of Nitto NT01 tires and hoped that they would work well in the dry or wet if needed. Steve started slowly with a best lap of 2:03 before coming early to check pressure. The fast drivers were led by Michael Brown's CC16 Turbo at 1:51.19, followed by Ed McRae's 1:53.60 in his SS08 GT4 and then Greg Robertson's SS09 GT3 at 1:53.96.

I was up next in Orange and the first two laps went quickly under yellow and the grip seemed very good on the Nittos. The sessions were a little longer than we usually run but I slowly increased my pace until my best lap was at 2:01.51 on lap 5 before I started getting into traffic. Although we were running 3 TT groups for the first time, we still had close to 30 drivers in each group and there was still some disparity in lap times for each group. Max Alavi was quickest at 1:56.74 in his X car and some of the 944Spec cars were at 2:13.

My student was up next in Yellow in his 911. He has lots of autocross experience and just starting to get to the big tracks and it showed in his driving style. He was comfortable with tossing the car around in the tighter sections but had more problems with the high speed braking sections and ended up at 2:09.60 for the session. Quickest for the session was Jeff Norman in his CC13 996 at 2:01.80 and an even larger disparity as the slowest laps were 2:43 for an early 911.



Next we had a break as the club racers were back out for their practice sessions. They were able to run in the dry track until drizzle started near the end of

their sessions. Now it was Red's time to head out and now with a wet track. Steve's time did not change much with a 2:03.22, but now that was 4th fastest and only Greg Robertson was under 2 flat at 1:57.74, followed by Chris MacDuff and Ed McRae. Steve came in early again, this time to put on a windshield wiper borrowed from Cathy Young's street 911. He felt the visibility was good on the faster sections without a wiper but in traffic the wiper would help keep the windshield clear.

By the time we were flagged off, the rain was a little heavier and although the Nittos had good grip, I did not want to find the edge of the envelope in the rain and my time dropped to 2:12.51 along with the rest of the group. Mike Rozenblatt was fastest in his X class GM GT3, also known as a Camaro Z28 at 2:05.86 with John LeGrande (X) and Derek Lee (SS08). There was also puddles starting to form in the infield section that led onto the oval and you needed to run a tighter line to avoid them.

During the lunch break, the lap tours were out and Pat made a lunch run for a burger and fries and we had another break before the next Yellow session. Doug was out next and since he was also on Nittos, he had good grip in the wet, but again without pushing the envelope and his times had increased to 2:15.48. Glen Oliver was quickest at 2:10.02 in his CC07 Carrera 4S followed by Nguyen Lee (CC)9) and Koko Bakchajian (CC08). I was able to spend more time on Doug's braking technique and noted that although he was doing heel/toe on his down shifts his timing was off and his blips were during the shift and not at clutch release and he was getting off the brakes and then releasing the clutch at the end of the braking sections which was upsetting his balance and his rhythm.

During the next club race session the rain had stopped and the track dried out except for the puddles in the infield. Steve was out in Red and dropped his time to 1:59.23, but this was now near the bottom of the group as the times were dropping and Michael Brown was fastest at 1:48.82 and again followed by Greg Robertson and Ed McRae. Mark Rondeau improved to 1:56 in his CC07 911SC.

My last session of the day went well as we were flagged off from the grid. My times started well as I was near the front and had no traffic. The first laps were 2:00 and I finally dropped down to 1:59.84 before starting to catch up the traffic. The rest of the

laps I was able to stay around 2:00 even with traffic as the oval allowed for prompt passes on the most part. Greg Lush had the fastest lap of the session at 1:57.61 in his CC12 1993 RS and was followed by Mike Rozenblatt and Robert Forrester.

Yellow was out for their last session and Douglas was doing well. His times improved to 2:08.68 and he was able to improve his braking and clutch, although as with many habits he would revert back at times. His lap times were erratic as he had to deal with traffic and wait for his point-bys although the group had improved and the slowest lap was a 2:28.



The club racers finished up the day with practice starts in each group and there was some additional excitement as a Spec Boxster lost it in the oval spun down through the field, thankfully just missing a couple of 944Spec cars in his way to the apron. But after cleanup the sessions finished well and the track was soon cold.

Steve went over the 911SC and we decided to think positively and put on a set of new Kumho 710 225/50/16 tires on 8 and 9 inch Fuchs. We would have preferred to have a wider rear tire but since I found this set for only \$75/tire on eBay we went with the smaller tires. If the rain returned, we could still go back to the Nittos if needed. After checking the cars and then cleaning up at the hotel, we were off to the Black Angus for dinner and drinks before downloading some videos and then turning in early.

Saturday was another early morning as the time trailers were out first. Although there had been overnight rain it was dry as we headed to the track. Red was out first and Steve started quickly with the new tires and improved to 1:56.43, just behind Bruce Wing's CC12 911 at 1:56.41 and just ahead of Robert Baizer's

Lotus Exige Cup at 1:56.48. This was a tight bunch as half of the drivers were between 1:54 and 1:57. The pointy end of the field was again Michael Brown at 1:47.91 and Alex Marmureanu at 1:48.02 with John Irwin and Ed McRae close behind at 1:50.

My session was next and we started out with yellow flag laps and then increased the pace until my best lap of 1:59.21 near the end of the session. We had added a few more drivers and were now up to 37 in the group and Alex Popa's X car was fastest at 1:49.80 followed by Mark Woolridge and Robert Forrester. In this group the cluster included 1/3 of the drivers having times between 1:58 and 2:01. Although the oval and most of the track were dry, there were still puddles in the infield and you needed to adjust your line to stay dry.

Yellow was next and Douglas went out solo and was able to turn a 2:06.10, which turned out to be his best lap of the weekend and backed it up with 4 other laps in the 2:06. Getting me out of his car did make him faster!

Next up were the club racers for their qualifying sessions. The Blue group was led by the GT4 contingent with Kent Harmon on the pole at 1:50.782, followed by Dan Carusillo, Jerry Hoffman, Jeff Schmidt, Don Middleton and Roland Schmidt from San Diego Region. Robert Murillo was next in his Spec911 then Peter Czajkowski in GT4 and rounding out the top ten was Andres Hainer in a Spec Boxster. The Green group had the big dogs and some seriously fast times with James Sofronas on the pole at 1:37.777 in his



GTA2 911. He was followed by Rob Phillips (GTA2), Dwain Dement (GT1) Robert Dalrymple (GTC2), Joseph Fan (GT2), Daniel Davis (GT1), Steve Parker (GT1), Bob Rodriguez (GTA2), Dave Elsner (GTC2)

and Andrew Enz (GTC2) at 1:44.102. Leading the GT3 contingent were Bayan Salehi at 1:46.131, Bob Mueller at 1:46.660 ND John Gordon at 1:46.934.



For the next Red session the weather had stayed dry and the puddles were cleared and people started picking up the pace. Steve dropped to 1:54.56 to pull ahead of Mark Rondeau's 1:55.39 and Chris Mac Duff's 1:54.90. Michael Brown dropped to 1:45.49 and was followed by Alex Marmureanu's Mitsubishi EVO and Alex Popa's Ferrari F430 Challenge.

I was up next in Orange and although I gridded near the front traffic was more of an issue in this session. People were picking up the pace and although the lap times were similar for many cars, their speeds were quite different in different sections. Cars with more horsepower were fast down the straights, but in my car I needed to get a good run out of the infield and onto the oval to maximize my top speed, but even with that I was slower on the straight as I was only at about 120 at the start/finish line but continued to accelerate through turn 1 before topping out at about 135 before turn 2. This area of the oval made for some interesting passes to get by before the braking zone. I would usually hold on through 5&6 and the chicane following but they would be back on my tail at the inside straight under the bridge. Now the decision; if I pointed them by I would often end up getting slowed down coming onto the oval and their speed advantage would be even greater. So I would usually not give a point and let them pass me on the oval. Sorry if you were one of those who did not get a point-by in the infield, but now you know why. My best lap was 1:57.45 and there were 15 drivers between 1:55 and 2:00. Mark Wooldridge was quickest at 1:52.82 with Robert Forrester and Paul Tordella (CC12) next. Ralph Linares had put on a new set of Hoosier tires and dropped to 1:58.47, even while he

was trying to just baby them to put a heat cycle on them before timed runs on Sunday.

While we were busy driving, the Festival was coming into full swing as the spectators were flowing into the Speedway. They had lots for them to do. It started with parking corrals for the different Porsche models and then expanded from there. You could go to the autocross and drive one of the new Porsches or shop in the vendor row, check out the swap meet area for bargains or nosh at one of the several food trucks. This was all on top of walking though the pits to see all the Porsches and watching them on the track. A special display this year was a timeline of Turbos to enjoy. And at lunch there were the track tours to enjoy. And this did not include everything, I am sure there were things I did not get around to seeing. Like the umbrella girls. All the rain and I did not see the umbrella girls!



After lunch it was time for the first sprint race in each group. Blue was up first and Kent Harmon started from the pole and started pulling away. Dan Carusillo started second but had Jerry Hoffman work his way by and ended up second with Dan taking the last podium position. The following GT4 contingent included Jeff Schmidt, Roland Schmidt and Pete Czajkowski before Andres Hainer in Spec Boxster and Sean Neel in Spec 911 mixed things up. Rounding out the top ten were Dennis Power (GT4) and Garrett Guess (J). Other class winners included Paul Young in D, Tom Gatsoulis in E and Tim Meyer in SP1, Scott Craig in GT6 and Greg Trigeiro in SP3 and Ed Mineau in F.

Green was up next and James Sofronas (GTA2) took the pole and also moved into the lead and took the race with a best lap of 1:37.624. Dwain Dement (GT1) was able to move up to second and also posted a 1:39.438 with Rob Phillips (GTA2) taking 3rd. Rounding out the top ten were Robert Dalrymple (GTC5), Daniel Davis (GT1), Dab Aspesi (GT1), Joseph Fan (GT2), Andrew Enz (GTC5), Bob Rodriguez (GTA2) and Bill Dawson (GT1). Other class winners include Sohaib Kureshi (GTA1), John Gordon (GT3), Dave Elsner (GTC6), Kasra Sharifi (GTC3) and Scott Hale (GTB1).



The Last time trial session started with Red and with the dry track, cool weather and people starting to plan for timed sessions on Sunday the times were dropping more with the top 5 under 1:50 led by Alex's EVO and followed by Michael Brown's Turbo, Greg Robertson's GT3 and Ed McRae's GT4. Steve (1:55.53), Mark Rondeau (1:56.68) and Chris MacDuff (1:55.40) were tied together. Dan Hockett's new Cayman (CC12) had him down to 1:53.45. The Boxster Brothers were now both in Caymans and Dave's CC08 machine was down to 1:57.99.

My Orange session was next and since I gridded near the front we started quickly. I cleared some traffic on the first lap and the next few laps were clear and quick on the Kumho's and my 3rd lap was my best so far at 1:56.69. After that there was a little traffic but most of the laps were still under 2:00 before I came in a little early with more traffic ahead in my sights. Mark Woldridge led the session at 1:52.77 with Greg Lush, Robert Forreseter and Paul Tordella close behind. Chuck Bartolon (CC-08) had improved to 1:56.07 and Razvan Sporea (CC14) to 1:56.21. Ralph Linares was right behind me at 1:56.80 and then Mike Rozenblatt at 1:56.81.

Yellow was next and Erwin Stedronsky improved to 1:58.03 in his CC13 Turbo to lead the pack. Debby Sharp's 944Spec improved to 2:05.47 and was followed by Doug Volder at 2:07.36 and Cathy Young improving to 2:07.52.



The final race of the day was the Enduro and a pack of 40 racers were given the green flag to start their hour long race. I headed up to the top of the pit suites and was able to see most of the track and get pictures on the oval. Even with the mandatory 5 minute pit stop, the top 4 racers were able to complete 31 laps and average better than 2 minutes/lap! They were led by Dwain Dement (GT1) and followed by Robert Dalrymple (GTC5), Andrew Enz (GTC5) and Bob Rodriguez (GTA2). Rounding out the top ten were Gunter Enz (GTC5) Bayan Salehi (GT3), Kasra Sharifi (GTC3), Scott Hale (GTB1), Brad Lano (GT3) and Mike Skinner (GT3). Other class winners were Jerry Hoffman (GT4), Garrett Guess (J), Robert Murillo (Spec911), David Buhain (GT2), Ed Mineau (F), Matthew Robinson Spec Boxster, Ben Merriman GT5, Tim Meyer SP1, Greg Trigiero SP3, Scott Craig GT6, and Stephen Hens in E.

After the track was cold Steve finished putting the 911 away and we headed back to the hotel and cleaned up before going to the Old Spaghetti Factory for dinner. Pat had a great grilled artichoke and the pasta and drinks tasted great. We may have been hungry after a long day.

But we had one more day to get through and although the weather reports were still calling for rain in the Southland, Sunday dawned sunny with blue skies and white clouds. We decided to stick with the Kumhos as long as it was dry and wait until after lunch to de-

cide on the tires for timed sessions. The club racers were out first to warm up and while they were out Steve was teching a new English car for Eric Olberz, a McLaren MP412C.



Red was out next and the cool air and dry track allowed the cars to shine and the top 6 drivers were all under 1:50 led by Alex's EVO at 1:45.51 and Alex's Ferrari at 1:46.31. the quickest Porsche was Ed McRae's GT4 at 1:48.78, followed by Jame Buck (CC15) at 1:49.50, Eri Colberz at 1:49.52 in the McLaren and Michael Brown at 1:49.56 with Diane Cafferata's CC14 GT3 was next at 1:50.81. Steve's times were about the same at 1:55.20. All of the 29 drivers in the group were under 1:59.

Orange was up next and we had a new player as Jad Duncan returned from his Hawaiian vacation and started quickly to lead the group at 1:49.28 in his CC13 996. Erwin Stedronsky had also moved up a group and was down to 1:57.36 in his Turbo. My fastest lap was 1:58.20 on the first green flag lap before traffic intervened but even though a few laps were slower with traffic most of my laps were at 1:58. Ralph Linares was saving his Hoosiers for timed laps and was at 2:00.01.

Yellow was out next and Nguyen Lee led the group in his CC09 car at 2:00.01. Aspasia Zouras CC06 Boxster improved her time to 2:03.67 and Cathy Young's 911 was down to 2:05.32 and John Rickard's 944 Spec turned a 2:06.77.

The club racers had their second sprint race next with Blue up first. There was not much change at the top as GT4 racers Kent Harmon and Jerry Hoffman took the top spots but now Roland Schmidt was ahead of Jeffrey Schmidt, Dan Carusillo and Frank Powell. Robert Murillo was next in his Spec 911 and then it was the GT4 group rounding out the top ten with Peter

Czajkowski, Dennis Power and David Leyvas. The GT4 were all aircooled except for Dennis Power's Boxster S. Top Spec Boxster was Andres Hainer and other class winners were Garrett Guess (J), Paul Young (D), Ben Merriman (GT5), Ed Mineau (F), Tom Gatsoulis (E), Greg Trigiero (SP3), Tim Meyer (SP1), and Scott Craig (GT6).



Green was up next and Dwain Dement (GT1) took the top step of the podium followed by Steve Parker and Bob Rodriguez (GTA2) for the podium steps. Rounding out the top ten were Bill Dawson, Sohaib Kureshi (GTA1), Doug Baron (GTC3), Dave Elsner (GTC6), John Ball, Duane Selby (GT2) and John Gordon (GT3). The other class winners were Charles Wirken (GTB1) and Markus Olberz (I).

Over lunch we checked out the food trucks and got ready for our last practice session. As the day had gone on, although there was still blue sky to the west, to the east was dark and ominous clouds and the wind was picking up. After lunch Steve was out first and he continued at a 1:55 pace and came in early to conserve tires. The battle of the Alex's continued at the top although this time it was Ferrari Alex leading EVO Alex 1:46.54 to 1:46.71 with Eric's McLaren next at 1:47.08 followed by Michael Brown's 1:47.32 and then Jad Duncan at 1:48.49. Mark Rondeau was right behind Steve at 1:55.82 and waiting to put on his new RE71R tires for timing. It had not been a good weekend for the Lotus brigade as Jack's ABS sensor was damaged and Robert Baizer also had a broken throttle sensor that finished his weekend. Russell Shon's Lotus did keep running and he was down to 1:53.07.

I was up next in Orange and now the skies were darkening and more wind but still dry. Jim Duncan was

now leading the pack at 1:51.80 followed by Ted Hoi-berg's 911SC (CC15) and Chuck Bartolon's 964C2. My best lap was 1:59.23 just ahead of Ralph's Boxster at 1:59.42 and Derek Lee's SS08 GT4 at 1:59.45. Yellow had the last practice session and they were down to 18 but Nguyen Lee (CC09) was still leading at 2:00.74 but Aspasia (CC06) had improved to 2:00.97 in her Boxster!



The final race of the day was a combined Blue/Green fun race and as they were being flagged off the drizzle was starting and we were having our drivers meeting to discuss the Time Trial timing procedures. The 3 different run groups for timing were already listed based on best practice times and I was in the first group. But Robert presented the group with a recommendation. He felt that the rain would only worsen and that it would be very difficult to have a fair and even track conditions between all 3 timing groups. Since the first timing group would likely benefit the most, we were excluded from voting and the other two groups were to decide. If there was a unanimous decision, the timing runs would be cancelled and the best times for the weekend would be used instead. If not unanimous then timing would continue as scheduled. After discussion it was decided to not have timing sessions and there would only be an untimed open practice session with usual passing rules until the track was clear of drivers or became too wet to continue.

After going over the laps the TTOD went to John Keane's 997 (X) GT3 Cup at 1:45.31, followed by Michael Brown (CC16) at 1:45.49, Alex Marmureanu's (X) EVO at 1:45.51, Alex Popa's Ferrari at 1:46.31, Eric Olberz's (X) McLaren at 1:47.08, Richard yocum's (X) 911 at 1:47.72, Jad Duncan's (CC13) 996 at 1:48.49,

Ed McRae's (SS08) GT4 at 1:48.78, Greg Robertson's (SS09) GT3 at 1:49.12 and from the racer side Ron Palmer's (CCC14) 911 at 1:49.37.

In 944 Spec Chuck and Debby Sharp took top honors with Patrick Sloan in 3rd and in CC06 Mark Curran's 1:59.87 nipped Aspasia Zouras at 2:00.97 with Cathy Young in 3rd. In CC07 Mark Rondeau's 1:55.39 nipped Ralph Linares at 1:56.80 and Paul Young at 1:56.81. In CC08 Chuck Bartolon's 1:56.-7 beat Dave Hockett and Koko Bakchajian. In CC09 Steve was on top at 1:54.56 and I was next at 1:56.69 with Steve Gerken's RSA in 3rd at 1:57.58. We both felt pretty good about those times while running 225/50/16 tires all the way around.

In CC10 Chet Kolley's Cayman S tied Don Middleton's 911 at 1:54.31 for both of them and Kris Scheussler next at 1:55.69. In CC11 it was Frank Powell at 1:53.66 ahead of Tom Arter and Joe Thomason. In CC12 Jim Duncan turned a 1:51.80 to beat Dan Carusillo and Dan Hockett. In CC13 it was jad Duncan beating Chas Wirken and Robert Forrester. CC14 had Ron Palmer leading Diane Cafferata and Jerry Hoffman. In CC15 James Buck's 1:49.50 slipped by John Irwin's 1:50.04 and Rick Levenson's 1:50.60.

While a few drivers took advantage of the session, we took the opportunity to start packing up early and try to get home early. After the 911 was on the trailer and the garage cleared Steve was able to head out. I waited around until the race was over and then the PCA national equipment was packed up so I could take it back to Black Forest in my Expedition.

The final race had a disparate group of cars and the rain only made it more interesting. Dwain Dement took the checkered flag again and had a best lap of 1:44.126 while the slowest lap of finishers was a 2:10.823 in a SP1 944. Bob Rodriguez and Dave Elsner took 2nd and 3rd and were followed by Bob Buchheit, Bayan Salehi, Charles Wirken and Chris Murray. The top Blue finisher was Vali Predescu's Spec Boxster followed by Phil Strong and Andres Hainer to round out the top ten.

Now the CFOS is over, it is off to Willow Springs for the next Club Race and Time Trial at the end of April before the summer big track hiatus. Steve and I are sneaking in an extra event at the GGR Buttonwillow Club Race and DE in mid-May.



The Need for Speed



Text and photo by David Green

With the threat of rain in the air, the drive north to Mojave, CA in Friday afternoon traffic provided plenty of time to think. It seemed something of a crime to have a sports car, a Porsche for that matter, but not know firsthand how fast it would go. This question has haunted me since the first time I got behind the wheel four years ago. The drive north to participate in the Mojave Magnum was filled with the hope of answering that question.

The Mojave Magnum is a top speed trial starting from a stand-still and achieving maximum velocity in 1.5 miles. Racers are on the wide, smooth runway one vehicle at a time with speed recorded at the half mile, mile and 1.5 mile finish.

The 2008 Porsche GT3 I drove ran in Showroom Stock Exotic (SSE) class for “totally stock 1990-up exotic cars” with a not-to-run-faster-than speed of 205 mph. Many different cars in different states of preparation filled the Technical Inspection line as it wrapped around the hotel. There were tube frame race cars, muscle cars, GT-Rs, VWs and a bunch of Corvettes. Sprinkled

in the mix were a few Porsches including a 996 Turbo, 991 GT3, and a Cayman. There was plenty of time in the Technical Inspection line to meet some new folks and do some bench racing.

Finally at the front of the line, the Tech Inspectors descended on the car and gave it a quick, but thorough review. With no issues found, they turned to the drive equipment. Rookies start with a Class C license with a driver maximum speed of 180 mph. With the papers signed and the Tech stickers on the car, it was time to get some dinner and a good night’s sleep as the gates opened at 6:30 am the next morning.

Saturday morning came early as I joined the end of the line of racers that snaked out to the highway waiting to get into the Mojave Air and Space Port. The sky slowly lightened as cool morning winds blew the rain threatening clouds across the sky. Thousands of horsepower all in one place, all waiting to go top speed, all crept along like it was rush hour.

Once inside, drivers parked their cars in make-shift pits on the taxiway, and then headed to the

Rookie Roll Call and the Drivers Meeting, where the race procedures were explained. The finish line was visible from the spectator area and pre-grid, but the start line was out of view at one end of the runway as was the turn around at the other end. The pre-grid was the space where the driver's queued up for their turn to run once racing began but first it was where a ribbon of car lined up to do a slow speed surveillance lap, up to the start, down the course and back to the pits. It was helpful to see the course prior to seeing it at speed, especially the slow down area.

The announcement that pre-grid opened resulted in a flurry of cars starting, engines revving and racers rushing to get their spot in line as the pre-grid was first come first serve. The cool morning air making more horsepower was clearly on racers minds as nearly all the cars were in the queue. The racers needed to stay close enough to their cars to move them as the line stepped forward, but there was also plenty of time to watch the other racers cross the finish. There were three big screens that displayed each driver's half mile, mile and 1.5 mile times as the announcer colorfully provided a running commentary.

As I finally reached the head of the pre-grid line, the announcement was made to get ready. The next ten cars were released from pre-grid and we headed up to the starting grid. At the start grid, the 10 racers lined up side-by-side across the wide taxiway, waiting to be called up to the start box. The excitement grew as fellow racers accelerated out of the start box and disappear into the distance. Cars from the start-grid filled the vacant start box spots one at a time from left to right.

The signal comes, and it is my turn to proceed to the start box. One last check to ensure the car was sufficiently warmed up and sport mode engaged as the starter lined up the GT3 in the start box. A fireman performed one last safety check, pulled on my helmet strap and signaled to raise the window. After all that waiting, the next part goes by very fast. In the quiet of the idling car, the helmet shield closed as the starter gave the go sign.

First gear was gone in a flash at full throttle as was second gear. Third gear was way past any speed that might normally be considered reasonable. There are flags on the sides of the wide runway that mark the 1/2 mile, 1 mile and 1.5 miles. They looked so far away at the start, but the 1/2 mile flag flew by at 136 mph. Fourth gear and the car was still rapidly accelerating but you could feel the car working against the wind resistance. Fifth gear... the gas pedal was pinned to the floor as the mile flag flew by at 164 mph. Sixth gear. Accelerating in 6th gear at full throttle with the tachometer needle pointing to the right caused the 1.5 mile flag to arrive quickly. Maximum velocity achieved!

The race was over. Foot smoothly off the accelerator and coasted at more than double the legal speed limit for a while before breaking for the turn around. Speed was limited to 50 mph on the taxiway from the turn around to the Timing & Scoring trailer where the official results were handed out. It felt like sitting still as the warmth of the helmet crept back into consciousness. Opened the helmet visor, peeled off the gloves, took a deep breath and thought about what just happened. The rush of cool air when the window rolled down to retrieve the time-slip was refreshing. The time-slip read 178 mph at the 1.5 mile mark and documented the fastest I have ever driven.

After waiting four years to fulfill my need for speed, it was everything I had hoped it would be and not something I will soon forget. The sensory overload played like a loop in my mind. The roar of the engine, the runway flying by, the feeling of the gas pedal pressed firmly on the floor, the tight shifter, and all things mechanical working together, focused solely on going faster. I smiled as I pulled away from Timing & Scoring as I now know firsthand how fast it will go.



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Car Elevator

Krispy Kreme & Cars 4-9-16



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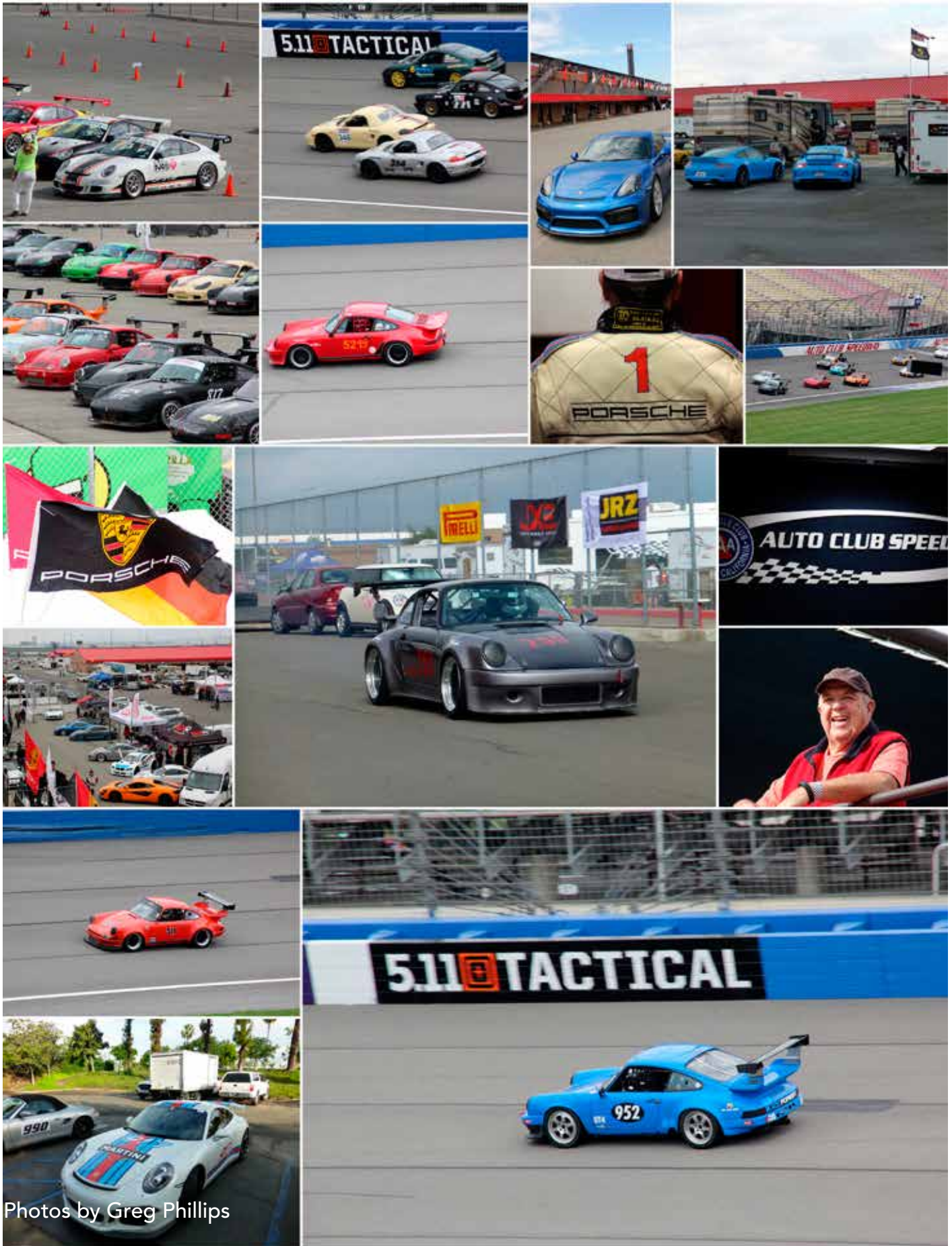
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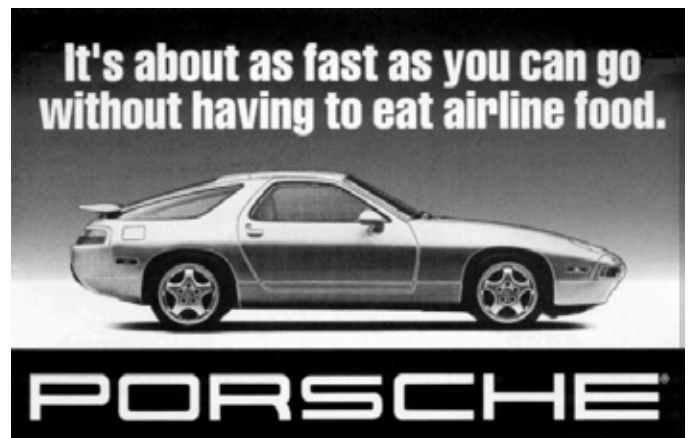
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Tax Your Observations, Not Your Wallet Rally

By Sara Gengler



On a sunny Sunday morning in April—Tax Day eve morning to be specific—39 rally teams taxed their driving and observation skills in Porsche Club-San Diego Region's (PCA-SDR's) first official road rally in nearly three years. By all accounts, PCA-SDR's newly formed Rally Committee's efforts were met with rave reviews!

The Picture Rally challenged drivers and navigators to wend their way through the twisty back roads of San Diego County over two and a half hours while following printed directions and searching for answers to questions about what they saw along the way. Questions like "What large metal sculpture precedes a pachyderm?" and "How many call boxes are on CA Route 76 between Center Loop Road and Cole Grade Road?" captured the attention of participants.

Just before a short break midway at Dudley's Bakery in Wynola, rally teams were challenged to spot the eaglets and reminded to watch for camels grazing in the distance. The rally culminated with lunch at BJ's Restaurant & Brewhouse in Escondido where rally teams answered tie-breaking questions and the organizers tallied scores and recognized the

winners with certificates of merit in Master and Apprentice categories. Top honors in the Master category went to the rally team of Susie Amundson and David Gardner. A tie for top honors in the Apprentice category went to the teams of Tracey and Mark Hazeltine and Kiki and Brett Triano.



"We hope to continue with more rallies of all types," said Eric Marc-Aurele, a Rally Committee member. "For our first rally, it was a good success, and we're very pleased."

Planning is already in the works for an August rally, and rumor has it that it may go a step beyond a Poker Rally and be a Casino Rally. Congratulations to the Rally Committee Chair, Craig Fenstermaker, and his capable team and to the team's esteemed mentors for a wildly successful event!





Cars & Cigars 4-17-16



Photos by Fidel Gonzales



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Advertiser Index

5 Point Auto Detail	13
All German Auto	21
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Bill Behun, Architect	42
Black Forest Porsche/BMW Service	IBC
Blue Crane Digital Training Videos	42
Bumper 2 Bumper	13
Charlie's Foreign Car	44
Clear Pro	14
Comeau Racing Enterprises	15
Cutting Edge Audio	18
Dent Devils	14
Dieter's Porsche & BMW Service	5
Digital Ear	IFC
Endeavor Group, Real Estate	18
European Motor Sports	44
Hub International	9
Tony Jelso, ChFC,CLTC	17
König Motorsport	40
La Jolla Audio	9
Makellos Classics	16
Michael Maronde, Sotheby's International	42
Mirage International	44
Modern Image	21
Ocean Beach Upholstery	44
Pelican Parts	40
Porsche of San Diego	BC
Priority Door & Windows	42
SpeedZone Paint & Bodyworks	40
Steve Grosekemper 911SG	42
TCs Garage	15
Wayne Baker Racing	5
Wheel Enhancement	42

Special Event Flyers

Socks & Underwear Drive	8
SDR Volunteer	16
Back Country Tours	17
West Coast Club Racing Series	51

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