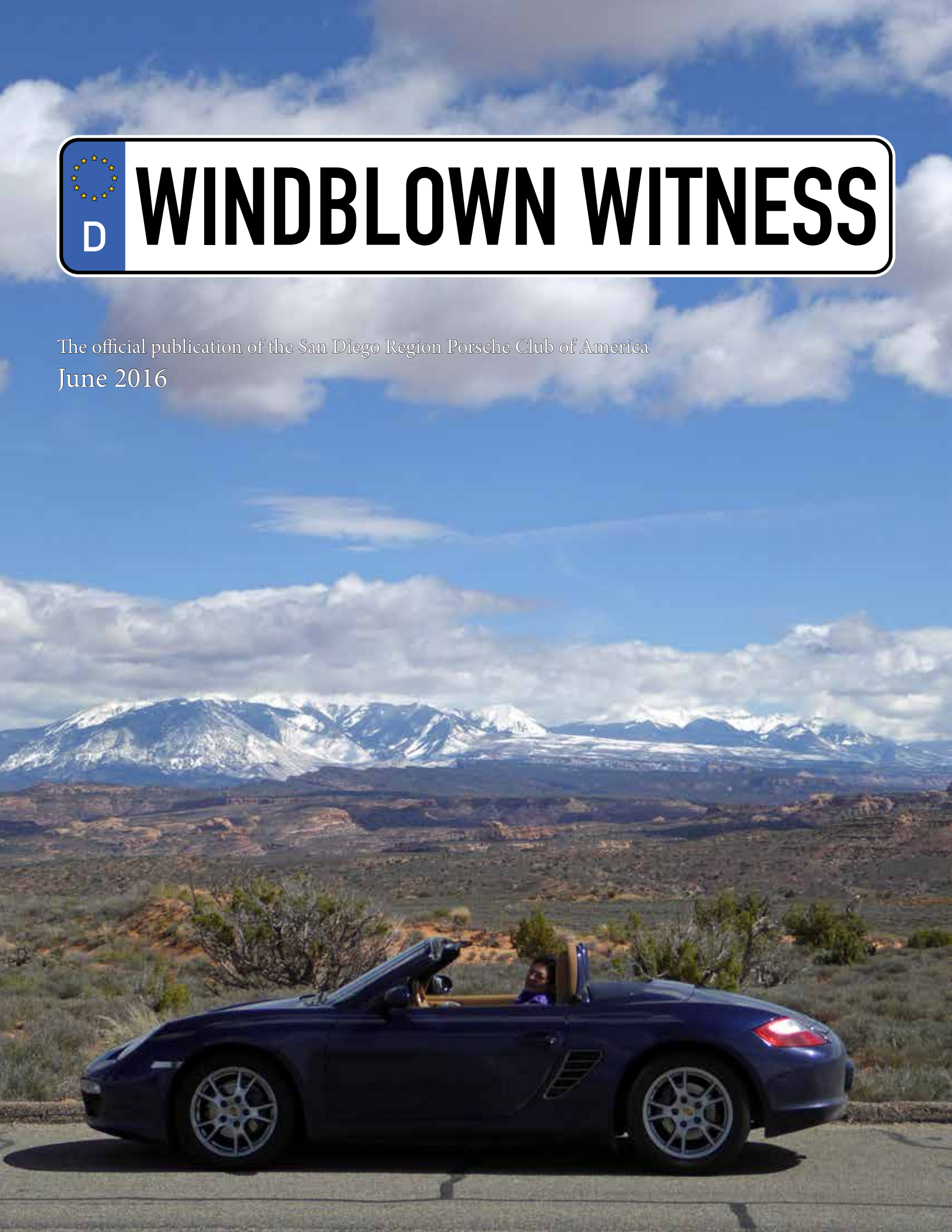


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June 2016



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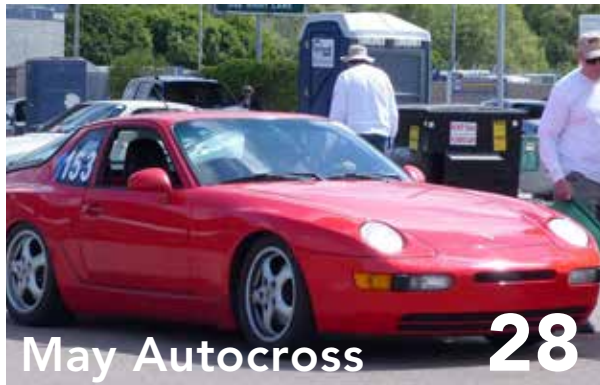


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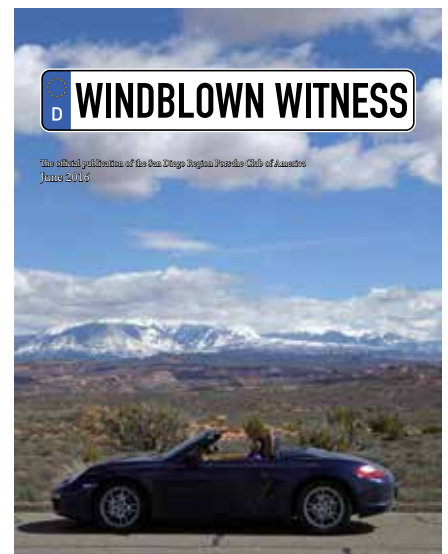
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On the Cover



Boxster at Arches National Park
Photo by Greg Phillips

WINDBLOWN WITNESS

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automuseum	editor	policy	timingaway
ax	de	preregaway	timingq
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	militaryliaison	techadvisor	



Up Front- Where the Engine Belongs



I hate deadlines. But each month brings a new one. The track season was busy before we start our summer hiatus. May started with the Willow Springs TT & Club Race. Although the weather was not quite perfect, we had some winds and it did even rainbows and a sprinkle on Saturday, but only after the track was cold and we were having our happy hour. Overall the event went smoothly and we had a very good turnout, especially considering we were only 2 weeks behind the CFOS. Look for the full report in next month's Witness.

And 2 weeks after Willow Springs, the Golden Gate Region had a DE and Club race at Buttonwillow. Although disappointed that GGR has given up on time trialing, Steve Grosekemper and I decided to attend. Steve wanted to use the event to finish shaking down the Boxster S before turning it over to its new owner and I was happy to have more fun at Buttonwillow. We could still keep track of our times with our G2X, but it was not the same as having timed laps that count at the end of the weekend. The Boxster went well and Steve was able to dial in the shock and anti-roll bar settings before the axle died on Sunday. For the full report see page 22.

I was driving the 911SC, not only at the track, but also home as the Boxster got to ride the trailer. I can report that the new stiffer torsion bars can be felt. Parts of I-5 through LA were very bumpy. At the track it mostly went well but I had a couple of short sessions due to vibrations. The first time I thought it was in the front tires and we switched them, but when I went out for the next session it was worse and after a couple of laps I came in and now could feel it was at the back. After inspection it turned out to be a rear Hoosier tire's belt had broken and the tire was taller in the inside then the outside; that kind of stagger does not work. So we switched to a set of Hoosier slicks that I bought last year from their clearance sale. Although they were fine for the first session when I was just scrubbing them in,

when I started pushing them another vibration developed. This time the tires were fine but one of the wheel spacers had not seated correctly and was causing a vibration. After reseating the wheel and spacers it was fine and I had my best session of the weekend chasing down a GT3 and turned my best laps of the weekend with several at 2:07 and a best of 2:07.02. Video is up on YouTube at: <https://www.youtube.com/watch?v=qwQnKcLUzM>.

Thanks this month to Leigh Rayner for his autocross article and Marcus Kramer for setting up the Robot Greg camera and shot cars at the start of the autocross. Robot Greg was consistent (see below) but not very mobile! But he may get some more use as I will be at a wedding in Salt Lake City during the next autocross.



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*Dan Carusillo,
SDR President*

HAMMER DOWN

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Well, they say time flies when you're having fun. True that! A couple of milestones are on the horizon, or whizzing by. This year marked the 15th California Festival of Speed and the 25th anniversary of PCA Club Racing. Next year we welcome San Diego Region's 60th Birthday!

Holy cow, we're gonna be 60!!

That's a big one. A celebration will definitely be in order. We deserve it. So give each other a pat on the back. And while our hands are out, let's lend them to our Club. Pitching in always brightens the view when looking back. A good look behind can clarify where we have been and where we are heading. A second glance to catch what may have been missed the first go around.

Or sometimes looking back is truly seeing down the road! Don't believe it? Ask Frank Powell ;-)



Anyway, as we reflect a bit, the formal initiative that launched Our Club is worth reading again:

"Dear Mr. Sholar,

The undersigned, all active members in good standing of the Porsche Club of America, herewith petition for recognition as a Chartered Region of the Porsche Club of America.

Our activities to date include two dinner meetings, three runs (two to Mexico and one to Mt. Palomar), and two trips to the races at Palm Springs and Riverside California.

The temporary officers are John Bowman President, Wally Schmidt Secretary, and William Zongker Activities Chairman. If chartered, we agree individually and as a region to abide by the Bylaws and Policies of the Porsche Club of America.

The name of the region will be "**Porsche Club of America- San Diego Region**".

The Region will include the county of San Diego in the state of California.

It is understood that within sixty days from date of this letter we will submit our slate of officers and a copy of our Constitution and Bylaws.

Very truly yours,
Paul Madigan

Truly a bold vision forward from a few dedicated Porsche San Diegans. Since then, as you know, Our Club has grown immensely in scope and size. We currently have over 2,500 Members. The variety of our Members and activities keep us balanced and healthy. Here's to SDR, long may she run!!

Hammer Down,
Dan Carusillo
President PCASDR

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Willow Springs Time Trial 5-1-16



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-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:

charity@pcasdr.org

or

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May Board Meeting

May 4, 2016 SDR Board of Directors (BOD) meeting – Call to order at 7:20 pm.

Board Members in Attendance:

Dan Carusillo, Karen Garcia Raines, Bruce Wing, Javier Varon, Matt Schiller, Keith Verlaque, Sara Gengler

Secretary's Report (Sara Gengler):

Minutes for April 2016 BOD meeting submitted. Approved M/S/P.

Treasurer's Report (Bruce Wing):

Monthly Treasurer's Report submitted. Approved M/S/P

Requested that PCA-SDR accept American Express credit cards on Motorsportreg.com at an additional 1-percent charge. Approved M/S/P

Old Business (Dan Carusillo):

- Tom Brown recapped California Festival of Speed.
- Sara G. presented research regarding the use of a hospitality suite at CfoS next year. Dan C. volunteered to research further and spearhead it for next year's CFoS.
- Update by Robert Bazier via proxy on transponder purchase and updating the region's old transponders.
- Text blast moderator update tabled while Karen G.R. & Marc Matanza continue research.
- "How-to" link for website tabled until national PCA competition for best regional website ends May 8.
- Suggestion by John Straub via proxy for a Presidents' plaque was tabled. (I think I added "where" to that thought process)

Social (Victoria Varon):

- Recapped April Padres game event and Cars & Cigars event.
- Update on upcoming glass art event: Sold out.
- Update on upcoming chocolate & scotch event: Half full.
- Update on upcoming progressive dinner: Almost full.
- Update on next spring's Porsche & Parks driving tour: Starting to fill up.
- Requested approval for first row buy out for upcoming movie night. Approved M/S/P
- Requested approval for a Ramona wine tasting adventure after second half of year AX dates have been established on a date that does not conflict with AX events. Approved M/S/P

Charity (Lori Chesley via proxy):

Reminder that the Monarch School charity dinner is on June 24th. Please bring new socks and new underwear (and other items such as 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 Committee will do the shopping for you. The Monarch School is a public K-12 school exclusively for students who are homeless, at risk of being homeless, or impacted by homelessness.

AX Report (Mark Curran):

- Report and budget reconciliation from April AX event submitted. Approved M/S/P

- Reported that meeting to set the dates for the second half of the year's autocross dates with the Qualcomm Stadium authority is scheduled for May 17th.

Coronado Speed Fest (Katie Kinninger via proxy):

Reported that Coronado Speed Festival dates are Sept. 17 & 18th.

Military (Rick Richardson via proxy):

- Reported that the East Lake Car Show is scheduled for June 19th.
- Reported that the Marine Corps Recruit Depot will not have a summer car show on base this year.

Social Media (Marc Matanza):

Recommended that PCA-SDR allow Sweet Shots Photographie (a SoCal company that records everything from weddings and engagement events to photojournalism and promotional events) to video future PCA-SDR sanctioned events to produce high quality video for the San Diego Region free of charge for a trial period. The BOD conditionally agreed. Marc C. will check on rights to videography of PCA-SDR events and how long it will be free to the region. Marc C. & Karen G.R. will conduct additional research.

Concours (Beverly Gould):

Requested a date change for the PCA-SDR Concours to October 1st. Approved M/S/P

Goodie Store (Bob Hallett via proxy):

Requested approval for submitted inventory budget. Approved M/S/P

Equipment (Jerry Bumpus):

- Reported new drain socks purchased at less than \$150.
- Reported repairs to the region's generator and requested approval to get a back-up generator. Approved M/S/P

Rally (Eric Marc-Aurele):

Recapped April rally and reported that the committee is investigating dates for another rally in late July or early August. Proposed dates are Saturday, Aug. 13, Sunday, Aug. 14, or Sunday, July 31. Tabled until AX dates have been established for the second half of the year.

Tech Session (Jim Mullady and Ulrick Matsunaga):

- Requested approve for an upcoming open house at vintage car consignment dealership, Rancho Santa Fe Autos. Date to be determined.
- Requested approval for a Hoehn Porsche dealership tech session date change to June 25, which will dovetail off of C-Bad Cars in Carlsbad that day. Approved M/S/P

Insurance (Cathy Young via proxy): May insurance is up to date. Reminder that insurance must be requested for all AX dates including those we don't use and that she needs to be notified if AX set up occurs the night before because that requires two days of insurance coverage. Reminder that she needs the second half of the year AX dates.

QCDI (Dave Malmberg): Raised discussion regarding Performance Driving School (PDS) fee increase and a decrease in the number of students.

Tours (Keith Verlaque):

Announced new motorsportreg.com registration process for driving tours starting with the upcoming June 5th tour.

Membership (Gisele Gonzalez):

No membership figures were available for the current period.

Museum (Michael Harris via proxy): Reported that the British Invasion display at the San Diego Automotive Museum is soon ending.

Sponsor (Javier Varon & Jim Binford):

- Javier confirmed support from Porsche of San Diego (P of SD) for the Coronado Speed Festival.
- Jim Binford raised discussion regarding a request by P of SD for PCA-SDR to reserve a Qualcomm date for a P of SD November charity foundation driving event. It was proposed that PCA-SDR set up a track and provide instructors for the event, and that P of SD provide the vehicles. (Approved by the PCA-SDR BOD.) Date to be determined.
- Porsche dealership "Join-the-PCA-SDR" update tabled while Javier V. continues researching with the membership committee.

Vice President (Karen Garcia Raines): E-vote Committee update: Research and investigation are ongoing, a committee meeting scheduled for May 10.

No Report Submitted:

Webmaster: Greg B., **E Master:** Bev G., **Historian:** John S., **Legal:** Jim R., **Safety:** Mark R., **Club Racing:** Greg P., **Witness Billing:** Tom G., **Forum:** Steve G., **Archivist & Policy:** Tom B., **Witness Editor:** Greg P., **Volunteer:** Sara G., **Drivers' Awards:** Katina R. & Tami L., **DE/TT:** Robert B. & Jack M.

President's Report (Dan Carusillo):

- Raised discussion regarding

60th Anniversary of PCA-SDR in 2017 and requested ideas and suggestions for observing/celebrating the anniversary.

- Recommended endorsement of Zone 8 policy for Snell 2005 helmet use extension until January 1, 2017. Endorsement granted.
- Raised discussion regarding the BOD meeting venues for the second half of the year. Approved as follows. M/S/P
 - ♦ July: Carusillo home-SoCo.
 - ♦ August: Gould home-NorCo.
 - ♦ Sept: Riordan home-NorCo.
 - ♦ Oct: Wing home-SoCo.
 - ♦ November: Proposed central locations are Bill & Margit Denny-LaJolla Shores, John Norenberg-La Jolla, Frank Powell-La Jolla. Tabled.
 - ♦ December: Varon home-NorCo.

New Business:

Jim Binford raised discussion regarding San Diego BMW PDS for Women organizers' request to observe the next PCA-SDR PDS. Tabled until QCDIs discuss further.

May 4, 2016 SDR Board of Directors meeting ended at 9:30 pm.

- Many thanks to Jim Mullady and Robin Douglas for hosting this month's BOD meeting!
- The next BOD meeting will be at the home of Karen Garcia Raines and Andrew Raines at 390 Dewane Dr., El Cajon, CA 92020 (619-920-7502) on Wednesday, June 1st at 6pm.





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Display - Non Judged:	9:15 am - 10:30 am
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Judging begins	11:30 am
Lunch	11:45 am

Awards Ceremony 2:30 pm

Pre Register at <http://msreg.com/SDRConcours2016>

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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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June 2016- July 2016

Jun 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.

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

Rescheduled- dates pending

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,

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 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 Sctioned event, but one we all enjoy participating in.

June 25 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 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

July 6 Wednesday

Board & Member Meeting

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

Place: Carusillo home. 4444 Bermuda Ave, San Diego 92107, 858-967-6266

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

July 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.

July 22-24

West Coast Club Race Series (Mazda Laguna Seca Raceway)

Go to www.pca.org or go to Zone 8 calendar for more information.

Register at ClubRegistration.net.

July 26 Tuesday

LTS - Seasons 52 (Seaport District, San Diego)

Time: Starts at 6:30PM.

Place: 789 West Harbor Drive, San Diego, CA, 92101 - Seaport Village

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

July 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.

Aug 3 Wednesday

Board & Member Meeting

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

Place: Gould Home. 1548 Roma Dr. Vista CA 92081 760-208-0870

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

Aug 13 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.

Aug 27 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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***“Enough of this wrench turning,
it’s time to drive this thing!”***

By Steve Grosekemper

Illustration by Gary Burch

Track Photos by CaliPhotography

When we last spoke I was elbow deep in getting racing seats installed and was looking forward to working on completing the roll cage and getting harnesses ordered and installed.

Well, all that happened plus so much more.

My goal for this car was to get it track ready for our final SDR time trial at Willow Springs at the end of April. This way I could shake it down before summer break and be able to fix all the issues I would inevitably find in a car that had been sidelined since 2009.

Well it seems life had other plans and that deadline came and went. Then the answer came to me via my email inbox. An event announcement from Zone 7 PCA-GGR about their Club race and DE at Buttonwillow Raceway on May 14th, just two weeks after WSIR.

Now anyone who knows me knows that Buttonwillow is my favorite local track and a great

location to shake down a new car. Buttonwillow has so many different track components that it really gives a perfect sampling of handling for ideal car set up. It also has great garages, tire service, and a close enough town with real parts and services (Bakersfield—45 minutes away)

That, along with my personal knowledge and high comfort level of the track, with over 30+ track days there, seemed like the ideal match for my first dance on the “Dark Side.”

But the car was quite far from being track ready. So with the blessings of my ultra-understanding wife I set out on a one-week non-stop mission to complete the car.

5-days later and 50+ hours of overtime in addition to my regular car-fixing job, the car was ready enough to hit the track. Completed roll cage, complete interior, harnesses, hardtop, custom gauge console, G2X data acquisition, new modified 996 front bumper, modified fender liners, new lower body panels, low temperature thermostat, manual high speed radiator fan switch override, deep sump and X51 kit, complete brake job, new front control arms, corner balance and align, and so on...

(Yes, all topics for future discussions here...)

One uneventful test drive home and back and that had to be enough. I still had to prepare the “other” car for the event and get everything loaded up, so there was still plenty to get done before I was ready to head north.

You see the deal was that I would tow the 911 Greg Phillips and I usually share along with my truck full of 911 and Boxster spares and he would drive my “Street” Boxster, as long as I was sure to service the A/C for his driving comfort.

This was a deal I couldn’t really pass up, as I needed a way to tow the Boxster back home in case something happened to the car during the event, and it also allowed me the luxury of having a spare car to drive if things did go south.

So we left Black Forest Friday morning with me towing

our normal rig and Greg in the Boxster. This single trip would be 3 times as much mileage as I had put on the car in the previous 9 months of ownership.

The drive was uneventful for both of us, with Greg reporting that the Boxster had exhibited no issues and the air conditioning got a big thumbs up! Air conditioning and your favorite CD in the stereo in a race car—why not?

Friday evening at the track was mainly set up of cars and gear for the following day. Since this was really a fact gathering mission, I started with the car in full street trim—soft suspension settings and real street 320 TW tires. It really does feel good on the street like this with the 5/10th you can push the car on public roads; but a race track is a completely different world...

Saturday morning finally arrived and it was time to see if all that time I had spent on this street car was worth it.

So here is the car we are going to dial in:

- 2002 Class CC-08 Boxster-S, stock performance engine. 3100 lbs. with 6-point roll cage and hardtop. Stock transmission w/LSD.
- JRZ single adjustable coil over shocks with 450/550lb springs, GT3 adjustable front sway bar, Tarett adjustable rear sway bar, Tarett adjustable drop links, rear toe links, ERP camber plates, stock control arms.
- 8.5x17et48 Boxster wheels with good but well-used 255/40-17 Bridgestone RE-71R tires.

Now driving this car on the street is not horrible but it is a bit stiff and noisy. (Full soft settings) Driving this car on the track in this same configuration was nothing short of comical! It was like driving my grandfather's Buick Park Avenue! OK, that might be a slight exaggeration, but it was far from what I was used to; normally driving a very stiff 2300 pound 911SC.

So session one was over and it was back to the garage for adjustments. The tires were screaming for mercy as they slid around the corners, and the car was way too soft in shock dampening and body roll resistance. Time for some changes:

-Street tires off and a square set of 8.5x17 et48 Boxster wheels with good but well used 255/40-17 Bridgestone RE-71R tires. (Huge thanks to Ralph Linares for the wheel/tire loan).

-Stiffen front and rear sway bars by 50%.

-Stiffen all shocks to 50% dampening. (O soft – 15 stiff)

Session two was a true testament to adjustable suspension. The car was just transformed, as I dropped about 8

seconds in lap times. Now normally I would never make so many huge changes at once, but I knew pretty close what the set up should be, and I knew it needed to be much stiffer. Rule of thumb is one change at a time; change, test drive, make notes, repeat.

For session three I made the sway bars one setting stiffer F/R, shocks three clicks stiffer in front and two stiffer in the rear, and made my final tire pressure adjustments. Now the car was really coming into its own and I was starting to get a pretty big grin on my face.



Here I am grabbing some Button Willow gator as I crest lost hill with a little air under the right side of the car. (I swear that Cali-Photographer makes me drive 10% faster).

Time to check tire temperatures. Now that the car was flattened out and I was able to drive it near the limit, I could check tire temps and see how the alignment I chose was working. Temps were near textbook perfect.



Center console from driver's perspective.

With the car chassis very nearly dialed in, it was time to check out a few of the other feature modifications in session four:

- Manual high speed cooling fan switch definitely knocks 10-15° off coolant temperature and a couple degrees off oil temperature.

- Engine oil temperature and pressure gauges are a great indicator of engine health and oil baffle effectiveness.

- Really happy with the new gauge console as it is easy to read, being high in the center console where the radio and climate control would normally be.

- Transmission oil temperature looks great and should be interesting to compare this 235° peak temperature with Willow Springs and Fontana.

- Innovate air/fuel ratio gauge is a great indicator that we are getting the proper fuel mixture under load. Low 12's under full power means no additional tuning will be needed. That is good because reflashing the control unit is extra points in Zone-8 and I am at 593 out of 600 points to stay in CC-08. Nothing to spare!

Heading out for our final session five and I couldn't really say there was something I needed to adjust other than my driving style. I just kept it smooth as I picked up the pace. I also tried to use all the paved surface and none of the non-paved surfaces, which I have been known to dabble in from time to time here at Buttonwillow *"That powder-fine dirt will never come out of your A/C vents in 10 years"* Raceway.

I ended the day by unofficially beating the current CC-08 class record by a few tenths, and really felt I could have left after one day a happy camper. But my real goal was to shake this baby down and see if I could find any weaknesses. I want this car perfect and issue-free when I hand the keys over to the next driver.

So we would come back Sunday to get as many laps in as possible while making those single, one-at-a-time adjustments. Unfortunately, the car only made it to session two on Sunday when the right side axle failed in spectacular fashion (check out my 911SG YouTube channel for the video). Greg and I were having great fun chasing each other around the track, which we never get to do sharing the same car, and then about 10 minutes into the session you hear it.

C.V. joints that get track use suffer accelerated wear. When you add a limited slip differential the stress increases even more. Servicing these joints was on my post-event list. Post event because they weren't going to keep me from making the event and everything else would. That's the gamble we take, and as of this writing

I had a great weekend shakedown and the car now has two new axles in it, so all is good.

A big thanks to Greg Phillips for driving the "Not so street friendly" 911SC home as the Boxster took the first class spot on top of the trailer.



Unloading the suspension over lost hill under full power was probably not the best thing for the well-used CV joints now that I think about it-but it was really fun! (Thanks to Cali-Photography for the great shots)

So what about all those adjustments?

I know there are lots of people out there with new adjustable suspension that they have added to their car because that's the cool set-up everyone is using, or they just bought a car that already had it installed.

I know not everyone understands what it all does or when and why to make the changes. I know this from the questions I get asked track side; and from the funny looks I get when I give the answers.

So let's try to scratch the surface on all of this. Welcome to **"Adjustable suspension 101"**.

There are a few basic goals. We want the car as flat as possible, which keeps the most amount of tire on the ground as possible. If you make a hard right hand turn, the car lifts the right side of the car.

The right side of the tire comes away from the ground and we lose contact patch.

The more tire we have in contact with the ground the better. So that is roll stiffness. We want as much roll stiffness as possible without making the car so stiff that the tires lift off the ground under uneven track surfaces.

We also want good roll stiffness so when we transition from a left to a right turn the car takes a quicker set. Here is what's happening. We are in a hard right turn and the left side suspension is compressed. We transition from a right turn to a left turn and all the weight transfers from left to right. Not until the right side suspension is fully compressed do we have maximum stick. The longer this takes the slower the lap time. So the

stiffer your sway bars are; the quicker this will happen. So just set the bars full stiff right? If some is good, more is always better right? No. ARB's are actually intended to fine tune an already balanced car under ideal conditions.

As conditions change, the ARB's can be changed in effectiveness to suit the changing conditions.

So how do they work?

ARB's connect the left side of an axle to the right side. So if the left rear wheel is collapsed into the fender in a turn the ARB will lift up the right rear wheel to mirror the left side. This keeps the car flat. But it could also lift the inside tire off the ground when the connection is too great. This decreases tire contact weight on that side of the car and the car loses overall rear traction.

Conversely, when you lose traction on one end of the car from degrading track surface or tire stick, you can lessen ARB effectiveness to regain that lost traction.

So what direction is loose and what direction is tight?

An ARB is simply a flexible straight bar with an arm on each end. The harder you twist the bar the more it gives. The longer the arm or fulcrum lever the more it twists and the less energy it transfers from side to side.



Adjustable sway bars (actually anti-roll bars—ARB's)

Longer arm = less effectiveness.

Shorter arm = more effectiveness.

So most ARB's have either multiple holes in a row or a sliding collar or slot. Factory style ARB's like GT-3's have holes (Like on my Boxster above) and aftermarket ARB's like Weltmeister and Tarett use sliding collars or slotted arms.

The GT-3 bars above are set to hole #3 out of 5 so 50% stiffness.



When the ARB drop link is attached closer to the pivoting end of the ARB (shorter) the effectiveness will be high/stiff like the picture above.

When the ARB drop link is set farther from the pivoting end of the bar you get less effectiveness, as you might want when your rear tires are degrading late in an event and the car starts getting more oversteer (tail happy).

There are some general rules when changing ARB set up.

Always loosen before you tighten. The reason being that gaining traction is preferred to losing it. Once the balance is set try to increase stiffness slowly. If the car starts bouncing, hopping or sliding you went too far. Open differentials—if you don't have a limited slip differential like in a stock Boxster, increasing rear ARB stiffness will make the problem worse. Remember the ARB is lifting the inside rear tire which makes the tire spin coming out of a turn even worse. So remember it's all about balance.

Here is a little cheat sheet to keep in your pocket as you adjust things at the track.

Problem:	Correction Front	Correction Rear
Understeer	Softer (first)	Stiffer (second)
Oversteer	Stiffer (second)	Softer (first)
Hopping	Softer	Softer
Outside tire wear	Stiffer	Stiffer
Inside tire wear	Softer	Softer

Adjustable shocks:

This is where the real suspension black magic comes in. Single adjustable shocks are pretty easy, and can be treated like ARB's and adjusted in the same way using the chart above. Start in the middle and go from there. If you have to be full soft or full stiff, you have another underlying issue. One click is a much smaller adjustment than one ARB hole. When you get into multi-adjustable shocks it gets quite complicated—way more complicated than the dwindling real estate left on this page, so another day for that!

So come see the Boxster in person at the June 12 auto-cross as I share it with its next owner.



The premise was simple. I wanted to drive Thunderhill for the first time and the Diablo Region was putting on a DE there on a Friday in late March. I had run with them at Laguna Seca last November and had a fun time and they ran a nice event and have a great price for instructors. So I checked my schedule and signed up. Since Pat's sister lives in Elk Grove she decided to come along and we made our plans.

We would drive to my sister's home near Fresno after work on Wednesday and spend the night. On Thursday I would drop her off at her sister's home in Elk Grove and drive on to Willows. There would be a dinner at Casa Ramos with Diablo Thursday night and then Friday up early to the track for the DE. After the DE I would drive back to pick up pat in Elk Grove and then continue on to my sister at Kerman. Saturday we would drive home to Coronado.

And that was how the plan worked out. But did I forget to mention that the next Monday would be the start of the Porsches & Parks Great Tour? Or that it was 600 miles from my home to the track? The Willows exit for the track was exit 600 on the I-5!

But it was fun. Thunderhill was an interesting track with several blind corners to learn. The Diablo members were great hosts for dinner and ran a smooth DE. I had a student for 2 sessions and then was able to run by myself a couple of sessions and then had a final session with my student from Laguna Seca. The 968 ran well although I was on street tires rather than the Nitto's I used at Laguna Seca. They were slower and

THUNDERHILL- The Expedition

by Greg Phillips

with more squealing, but more peace of mind when rain had been in the recent forecasts and driving the length of California.

Well, at least at the track it ran well. On the drive home I noted there was more engine noise and vibration at around 3000 rpm, the cruising speed. When I got to Elk Grove I was able to look under the car and noted that there was now a large hole in the muffler and the brakes were now also squealing. I had no warning lights for the pads on the dash but they were noisy. I picked up Pat in Elk Grove, and found we had an extra passenger. My niece from Escondido had been visiting and her mother had planned to pick her up but was not feeling well and we would take her home. Luckily she is small enough to fit in the back seat and had packed light. So it was off to Kerman and we arrived late Friday night. And the next day we headed home via Escondido with the loud exhaust and squealing brakes. Luckily we were using the Boxster for the tour. So now with new pads and rotors and muffler, it is running well and Steve at Black Forest also put in a new braking regulator valve so that the rear brakes would do more of the braking. And the front pads would last longer.

Now for a few words about the track. The track is just a few miles off of I-5 and Willows on the 162 and this time of the year was very green. The facilities are very nice with garages and also 2 large shaded canopies to setup under. Felt like being under the trolley; nice in a sunny spring day but really appreciated on a hotter Valley day. There is also a very nice Club House lounge and cafeteria along with medical facilities and a worker area. Felt like Buttonwillow but with even nicer facilities including gas and tire shops.

We were using the original 3 mile east track, but there was also a newer clubhouse on the west track and combined the track could be 5 miles long. Track entry feeds you into the end of the front straight just before a fast left of Turn 1. There is a short downhill straight and then a

long sweeping left for Turn 2. It felt like turn 2 at Willow; but slower and the other direction.

There is another short straight before it tightens for off-camber Turns 3 & 4 and then we turn up a steep hill for the Roller Coaster bypass. I thought it would be like Phil Hill at Buttonwillow, but it is much steeper and shorter, I almost spun on cold tires the first lap even though I thought I was going slowly. I did not enjoy this bypass and would like to try the track without it.

After the Roller Coaster is a medium left of Turn 6 and then it opens up for a mostly straight section with mild bends of Turns 7&8 and then a short straight before braking for the blind turn 9. Took awhile to find the proper landmark, a radio tower off in the distance to help you line up the exit over the hill and down the hill for another short straight and then braking for a sharp left for Turn 10 and then another tight left for Turn 11 and then flowing turns of 12& 13 leading onto the back straight under the Ferrari bridge. At the end of the straight was hard braking and then the Turn 14 & 15 complex that take you back onto the front straight. There are several different lines through this area and was visually distracting because the entrance to the pits was to the right. Down the front straight and start another lap. By the end of the second session I felt comfortable, but there is still more to learn at the track. I would love to go back soon, but wish it was much closer!



New Course, New Set Up, New Results



By Leigh Rayner

Photos by Marcus Kramer

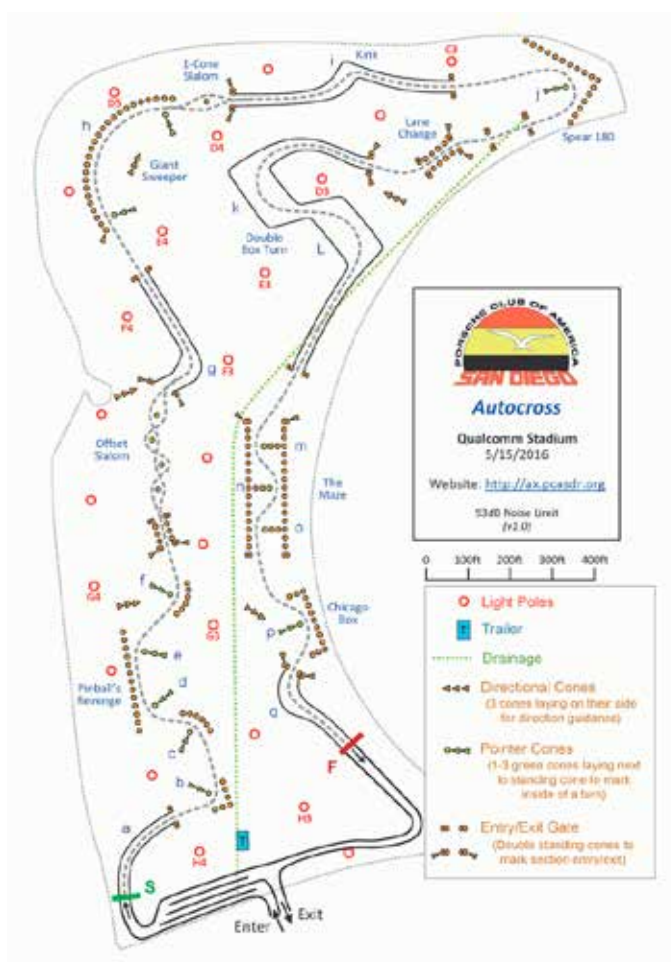
As I lay in bed early the morning of the May Auto Cross, I thought a good title for an article might be: New Course, New Set Up, and Same Old Results. But I would soon learn that title wouldn't quite work.

A NEW COURSE

The track design masters, Marcus Kramer and Andrew Simmons, had recently experimented with a different style track layout at the March AX. It was very well received, and Marcus had announced that the May track would follow that style.

Traditionally, San Diego Region Auto Crosses have been laid out with two rows of cones delineating each side of the track. Typically the only gaps were where slaloms were laid out with a row of single, spaced cones. This limits the drivers options on which line to take, as you soon run in to cones if you stray too far.

The SCCA and some other PCA regions take a different approach in how they lay out an AX course, using open sections or single rows delineating only one side of the course, perhaps interspersed with marked out sections, and



using a minimum of cones. The driver has more latitude to try and find the ideal line for his or her car. Depending on ones level of success, it can be more satisfying or frustrating to tackle such a course, but definitely more challenging.

As I was laying in bed trying to think of a clever title for this article, Marcus and the amazing AX team were already down at the stadium in the pre-dawn darkness, laying out just such a track. A little later that morning, the Safety team, Gary Burch, Jerry Bumpus and me, worked with Marcus and the AX Chair, Mark Curran, to add a few cones here and there to reduce the chance of someone getting lost on track. With the open layout people can try some pretty wild lines, sometimes missing a section completely, so our Corner Working Chair, Andrew Raines, was also busy figuring out the best locations to set corner working stations.

A NEW SET UP

I had finally used up the old tires that were on my 968 when I bought it last year and I was excited to try the new hot set up everyone was talking about: the Bridgestone RE71R tires. In addition I had just installed camber plates and

MO30 sway bars, moving up one class from CC05 to CC06. I had posted some questions on the Club forum and gotten some great advice on how to optimize the car, so I had high hopes that the car, and maybe the driver, would be competitive. Apparently the publicity had scared away a few of the AX hotshoes who also drive 4 cylinder cars, including Steve Grosskemper and Dave Malmberg. Sure, they might mumble something about attending the last big track event at Buttonwillow before the summer break, but I know better. I suppose someone is going to point out here that I have never actually been competitive with those guys but, heh, NEW SET UP, I can dream can't I?

And the car was transformed. It had such tenacious grip that I only got to the point of sliding it a very little bit by the end of the day. The power could be put down much earlier without spinning the back wheels. It was fun and felt pretty balanced and dialed in. The course had its challenges, not least of which was remembering where to look to pick up the next section of track. The long sweeper at the top of the course was an exercise in courage and the slalom preceding it was an exercise in patience.



NEW RESULTS

My son, Grant, and I have enjoyed often close competition over the years, first sharing my 944 Spec car, and now co-driving the 968. The occasions where I best him are increasingly rare, and I certainly haven't thrown in the towel, but I am a realist. Thus, I thought, "Same Old Results" was a likely outcome of the day with the talented lad taking first in class and his old man hopefully not embarrassingly too far behind in second place. However, it was not the same old results, but not for the reason I might hope for.

Grant smoked the class, finishing first and even got in to the TTOD top ten. But apparently Sean Dynes Ferrari wouldn't start that morning so instead of X class he was driving in CC06 in his Porsche 911, and driving quite well at that, finishing second, just missing the top ten, and relegating

me to third in class. Ah well, I had an absolute blast.

And judging from the enthusiasm of the crowd at the awards ceremony afterwards, so did everyone else. Keith Verlaque colorfully announced

the results while liquid refreshment was enjoyed. The track seemed to have something for everyone as there was quite a mix of different cars in the top ten. Most impressive drive has to go to Erik Kinninger, who smoked not just his old man but the entire field with TTOD and #1 BRI in his CC04 1981 911SC. Wow!

Close behind were Tom Tweed in his 2015 GT3 and Jack Brennen in his 2015 Cayman GTS. Terry

Barnum was punching above his weight class as he took his CC07 1988 Carrera to 1st in class and 4th TTOD. Jeff Norman, Ryan McClune, Blake Douglas, Christopher Riordan, Shawn Flanagan, Grant Rayner and Hassan Zaidi (tied at 10th) rounded out the top ten. Gary Burch nabbed 2nd in the BRI, an effort that would have won it on another day; that day being the one where Erik stayed home. Gary can commiserate with Tom Tweed. I just need Grant to stay home and Sean to drive his Ferrari. Oh and CC06 class leader Mark Curran to use his old tires again.

One other thing bears mentioning. The timing system shut down and there was a lengthy delay while it was being dealt with. Everyone shut their engines off, the corner workers sat down, and everyone waited patiently and politely, while the amazing timing crew, undoubtedly feeling

tremendous pressure, got it up and running again, with everyone still getting 14 laps. I think this shows the class of the Club. Thanks to Robert Baizer, Herb Meeder, W.T. Wong, Karen Garcia Raines, Sara Gengler and apologies if I missed anyone. Congratulations to all. You can access all of the results from the

Class	Name	Best Time	Overall	BRI
CC04	Kinninger, Erik	1:16.97	1	1
CC14	Tweed, Tom	1:17.43	2	29
CC10	Brennen, Jack	1:17.51	3	6
CC07	Barnum, Terry	1:18.93	4	3
CC13	Norman, Jeff	1:18.93	4	30
CC08	McClune, Ryan	1:19.03	5	7
SS06	Douglas, Blake	1:19.21	6	10
CC11	Riordan, Christopher	1:19.23	7	22
SS06	Flanagan, Shawn	1:19.54	8	13
CC06	Rayner, Grant	1:19.61	9	4
CC11	Zaidi, Hassan	1:19.61	9	25

Club website under "Competition, Autocross, Results, Archived." I hope to see you at the next one. Whatever Porsche you drive you are guaranteed to have fun.



Porsches & Parks The Great Tour

Photos by Greg Phillips



When we saw the flyer for the Porsches & Parks Tour Pat and I were immediately interested. We had gone on longer tours with San Diego Region in the past and had a great time. But it has been a while since there has been a tour longer than a weekend. Not only was this a week long but it was covering a lot of the Southwest. But it came during Pat's spring break from school so we signed up early.

We are quite glad we did. It was a great trip. From the start at Hoehn's where we were given our goodie bags (and had to find space for them in the Boxster) until we finally arrived home we had a great time. Thanks to the planning and coordination of the Victoria and Javier Varon along with the work of John Rickard on the route planning; everything went smoothly. Lodging, meals, route maps and great roads made for a weekend to remember.

Start planning for next year's trip!

Day 1 Monday:

Journey to Prescott, AZ.



Day 2 Tuesday: Journey to Sedona and the Grand Canyon.



Day 3 Explore Grand Canyon, Monument Valley & Moab



Day 4 MOAB, CANYONLANDS, DEAD HORSE POINT ARCHES



Day 5 Escalante Staircase and Bryce Canyon




Day 6 Bryce Canyon, Glendale, Zion





Day 7 Home...or Las Vegas baby





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PHOTO COURTESY TAHOE SOUTH/ R.DAHNOUN

Sometime late last year I received an email from Tom Brown telling me that in conversation with Solomon Braun my name had been suggested as a potential for track announcer for the upcoming 2016 edition of the California Festival of Speed (CFOS) at Fontana. I had the pleasure of staying with Solomon and his lovely wife Jacquie while doing a stint as announcer at their own "Red Rock Concours" in 2015. Besides being very flattered at the possibility of being considered I was quite excited as it had been a few years since I'd last attended a CFOS.

As you might imagine it took me about a millisecond to say "you bet"! And a deal was struck. I should note that Tom is our Zone 8 Representative and has been quite active in Porsche Club of America for some time. Tom is from the San Diego region of the PCA.

As the date approached Tom kept me well informed with details of interest to use as announcer such as; schedules, and sponsors. For my own preparation I opened a bottle of wine and practiced saying, "Welcome to the California Festival of Speed 2016 edition here at the Auto Club Speedway located in lovely Fontana, California" over and over.....again. I almost chipped a tooth.

Came the day and a 4:00AM wake up to drive straight up the 15 Freeway to the Speedway. Note to all; why do all car things have to begin with me waking up before ducks, trucks, and all the other schmucks? With my typical luck this was the ONE CFOS with rain forecasted through most of the weekend. So, with the wet day the Friday morning attendance was muted. I checked in at the credentialing office, got my morning cup o' coffee, met up with Tom conferred and was told the general direction of the announcers booth. Wait a minute.....AN ANNOUNCERS BOOTH!? Oh Cooper you've landed in the big time now!



Most of my announcing involves me standing in the open with a mic in my hand addressing a group of people that I can see, many of whom even care a little about what I'm saying which is probably a better percentage than what I usually get at home come to think of it. But an announcers booth, hey that's pretty groovy.

Whereupon so directed I went all the way around the track, found the "private elevator" and took it four whole floors to the top. I then tried about four doors before I found the right one, stepped in and was greeted with..... A panoramic view to die for of the entire track, and one sole little, tiny, microphone sitting on a chair. There was at least an "off and on" button for directions. The entire suite was glass walled and had floor to ceiling glass for the panoramic view but I was alone, very alone. Just next to me was a busy group of people doing all sorts of things on computers. They looked very important and intent on their business. While I could see them squirreling away I could not hear them, they could not hear me either. I gave a sheepish sort of wave through the glass, they didn't notice or pretended not to see the kook next door. In an announcers booth, no one can hear you scream.

Being so warmly welcomed I picked up the microphone, switched to "on" and said; "Welcome to the California Festival of etc. etc." I think you know the rest. It sounded great to me, but how it sounded over the entire track, and to all of the people down there I hadn't a clue. Very strange feeling actually. Then from Mr. Brown a text; "coming across okay Garey". My ONE chance at a booming voice to hundreds and I could not hear ME. Irony I guess of the most direct sort. Shutting off the mic I practiced by singing a very loud rendition of "Nessun Dorma" which the people next door ignored, boy did they miss out. Note that I don't really know the words to "Nessun Dorma" but properly faked they sound great, in my opinion at least.

And thus went the weekend. In the announcers booth (notice how I keep writing that, it's pretty cool) I was completely isolated. I could see everything below me, and I had an iPad app that gave me live timing and activity on track, with let's

call it the biggest flat screen ever to view it all. But with the elevator ride and the drive around the stands to the track side I was about 20 minutes from any contact with the crowd, and unable to speak to anyone directly in my aerie. A trifle strange existence.

As mentioned the rain dampened (pun intended) attendance for this year sadly. But there was great on track action to see and report. The vendors area was fully stocked with neat equipment and there were plenty of Orange Coast Region folks and San Diego region folks to give me a "home field" kind of feeling.

Amongst the sponsors was Dwaine Dement of Vision Motorsports. Mr. Dement on track was very quick and gave a good show with some fast times. Also a sponsor James Safronas of GMG had a brand new racing GT3 that was extremely fast. GMG does a full professional circuit of the North American racing schedule so their speed and presentation was as to be expected. I was very proud of the Vision team in this regard and their ability to run in such company.

Other familiar OCR racers were, Chuck Bartalon, Greg Lush, Duane Selby, Ed Macrae (of Riverside Porsche), James Buck (of Cape Auto) and at least one Schussler. Note these names are not in any particular order and I do apologize for those I've missed. I also ran into Mr. CL Jerusek and Nancy Troast during the weekend.

There was plenty of on track action to report on and in due time the important denizens of the next room noticed me and we worked out a combined hand gesture and hand written communication system so that I could assist them in their important activities, whatever they were. I very much enjoyed my own meager contribution and hope to return next year as should you for a great action packed adventure in Porsche land!

Note that you can find CFOS information at;<http://www.zone8.org/events/speedfestival.php>. And don't forget the San Diego Region at;<http://www.pcasdr.org>. And lastly thanks to Mr. Tom Brown and the other Zone 8 Volunteers who probably got all of about two hours sleep during the weekend!



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Bonita, CA
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Roxanne Ewalt
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1969 911T Targa

Daniel Garcia
San Diego, CA
2013 911 Carrera S

Mike Gonzales
Oceanside, CA
2014 Cayman

Chris Headings
Solana Beach, CA
2015 911 GT3

Mitchell Huxhold
Escondido, CA
2008 Cayman S Coupe

Max Iantorno
Solana Beach, CA
2017 911 Targa 4S

Ryan Kinninger
El Cajon, CA
1984 911 Carrera

Jeff Konstanzer & Deb Konstanzer
San Diego, CA
1981 911 SC Coupe

Kenneth Lierman & Angela Lierman
San Diego, CA
1984 911 Carrera

Jason McClure
San Diego, CA
2004 911 Carrera 996

Wendy McKenzie-Langman & Keith Langman
Spring Valley, CA
1997 Race Car Cv

John Niedernhofer
Del Mar, CA
1973 911E Targa

Dave Sanderlin & Dana Sanderlin
San Diego, CA
2011 911 Turbo S

Robert Scannell
Poway, CA
1971 914 2 Door

Parker Scott
Poway, CA
2006 911 Carrera S Cab

Alex Singer
San Diego, CA
1986 911 Turbo Coupe

Cameron Stout
San Diego, CA
2005 911 Carrera S Coupe

Jeremy Stupin
La Jolla, CA
2011 911 Turbo 911

Gregory Williams
Rancho Santa Fe, CA
2005 911 Carrera S

Clay Wilson
Coronado, CA
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Todd Wunderly
Chula Vista, CA
2008 911 Turbo Cabriolet

Jauher Zaidi
Fallbrook, CA
2012 Cayman

Anniversaries

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Charles Wilson

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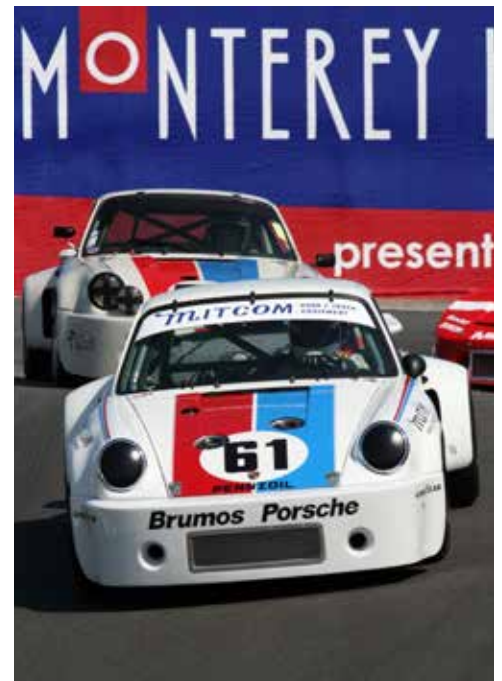
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All classified ads must be placed through the club's web site: www.pcasdr.org.

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STAR CARS

Story by Michael Harris

As Seen on TV!!

"Star Cars" are the featured display at the San Diego Automotive Museum in Balboa Park and it just opened on June 4th. Unlike 'cars of the stars' these are cars that actually "starred in" films that you are familiar with. There will be a Ford Thunderbird from "Thelma and Louise," a tricked out Honda S2000 in pink from "2 Fast 2 Furious," a late 1950's Plymouth Fury from Stephen King's chiller about an automobile bent on revenge, a car from "Scooby Doo" and "The Green Hornet" sans Kato, and a surprise from the Batman series. In addition to the cars, artwork, explanatory placards and movie posters, the Museum is offering "Movie Nights" on three nights in late July and early August starting at 8pm on the lawn behind the museum. Popcorn and soft drinks will be available for a small donation. Bring your own lawn chair. The films are: "Thelma and Louise" on Friday, 29 July; "Almost Famous" (with San Diego scenes) on August 5th; and "Christine" on August 12th. All the films screen promptly at 8:00pm and are "R" rated so no children please. Cost is \$5 for each film or pay \$12 for the three. If you wish to meet the car owners and learn more about the cars an opening reception will be held at the Museum on Thursday

evening, 23 June starting at 6:00pm. Refreshments will be served but advance reservations and payment is required. Please call Sally at 619-398-0301 to reserve. For those with little gearheads at home who are looking for a fun summer camp experience, call Sally also for more information.

Your San Diego Automotive Museum, led by Executive Director Paula Brandes, received a First Place award for Interpretive Exhibits at the annual meeting of the National Association of Automobile Museum's conference in Bar Harbor, Maine. SDAM won out over such competitors as the National Corvette Museum, the National Auto Museum in Reno, Nevada, and the Petersen Museum in Los Angeles. Please stop by and see what you have been missing. Next month we will have a series of photographs of the various Star Cars and more information about the exhibit.



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WANTED

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

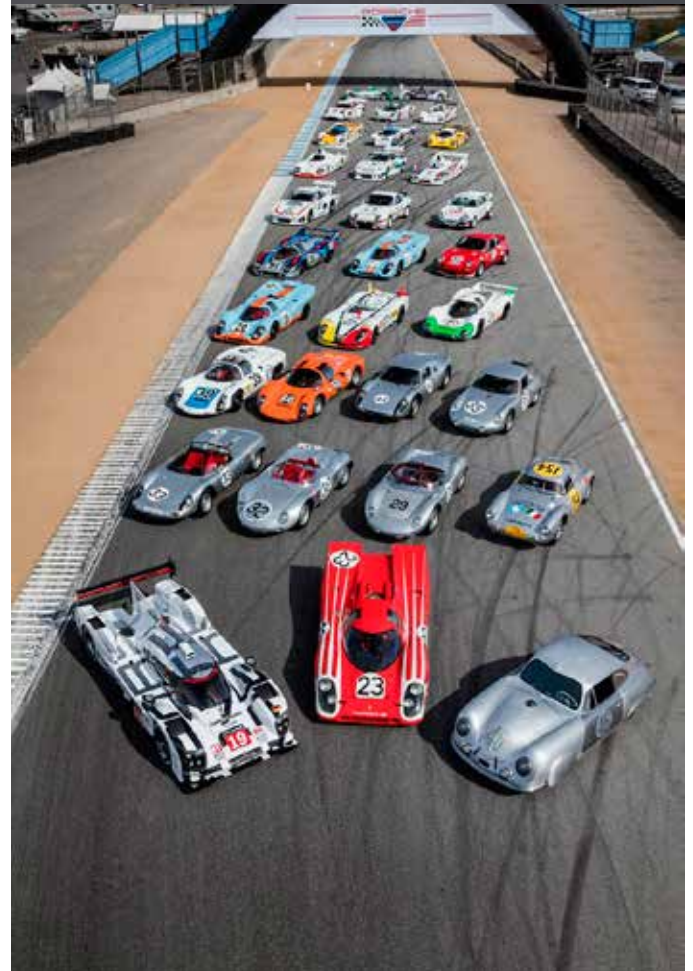
Local Collector Wanting 1948-1998 Porsches 356, 911, 912, 930 turbos. Any condition, including projects! Generous prices paid! (619) 433-4428 or (602) 810-2179

WANTED 2016 911R OPTION TO BUY Looking for anyone who has or knows of a person wanting to sell their 2016 911R option to buy. Finders fee and option fee paid in advance of delivery date. (619) 962-7345

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

kinninger@cox.net

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



Cars & Cigars 5-22-16



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

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Eighth	3½ x 2¼"	\$50
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