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

July 2016



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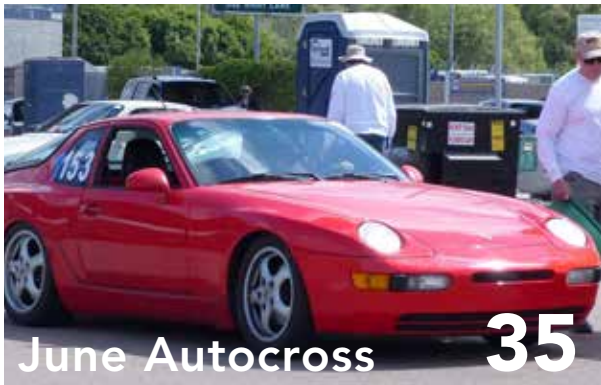


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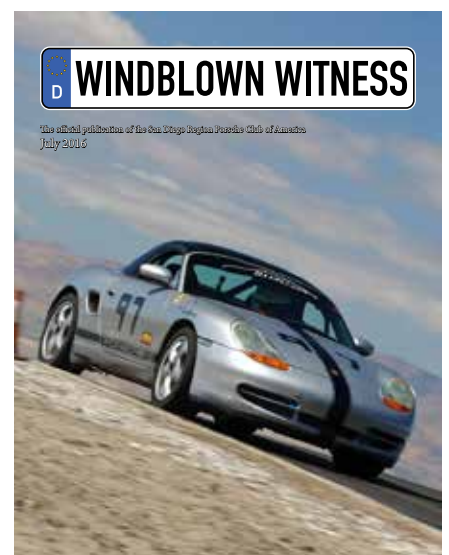
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Boxster over Phil Hill at Buttonwillow
Photo by CaliPhoto

WINDBLOWN WITNESS

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Up Front- Where the Engine Belongs



I hate deadlines and this month I am behind in mine. I will blame it on the Porsche Parade because it is easier than taking the blame myself. June was a busy month for the club and also for myself. But I ended up missing most of the SDR events with other activities (and work). But the Porsche Parade in Vermont took up 9 days from the 17th to the 26th. And after getting back to San Diego just after midnight on the 27th I still had to figure out the jet lag. I am still working on too little sleep.

The Parade was a very nice event and it is easy to see why it is called the Green Mountain State, especially in French. The Parade site at Jay Peak Resort was only about 20 miles for the Canadian border and a couple of hours from Montreal. It was a little disconcerting to hear French announcers on the radio. It seemed most of the FM stations were from Canada. The Nissan Rogue we rented in Manchester, NH was nice and had AWD with Sirius XM radio. But the mountains and trees around the roads caused a lot of missed satellite signals and it was back to FM.

The weather was very nice overall with just one day of rain on Wednesday, unfortunately the first day of the autocross. But the Concours was under clear blue skies. A surprise attraction at the water park at the Hotel Jay. We spent a fun afternoon on the water slides and at the pool. Pat was reluctant at first but after the first rides she was hooked and climbing back up the stairs for more. We only wished for an elevator or lift rather than stairs.

This was the most remote Parade we had attended. There were really no cities and only small towns around the resort. After leaving the Interstate on Friday, we did not get back on them until Friday when we wanted to enter Canada to look around. We did not see a traffic light until the Gimmick Rally on Thursday and then only

one. And we ended up on several dirt roads that the Nissan handled well and almost a little rallycross fun.

The next Porsche Parade will be in Spokane from July 9-15 and then in 2018 will be at the Lake of the Ozarks in Missouri. They also announced that instead of PCA Escapes, they will now be known as Treffen North America. Lake Tahoe this September 7-11 will be the first and followed by Treffen Hill Country in Austin, Texas March 30-April 2 next year and then Treffen Asheville from September 20-24 in the Carolinas. Start planning now!



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*Dan Carusillo,
SDR President*

HAMMER DOWN

WE ARE SDR!

Since the beginning of recorded time, Mankind has asked the age old question "Who am I?"

Philosophers have debated, Oracles have created and High Scepters have stated, complex answers that come and go.

Last week I was hanging with some Porsche friends and a passerby asked, "Who are you guys?" To me the answer seemed simple, ***We Are SDR!***

But *who* was SDR? To answer that question I sat down with John Straub. John is a Past President and our current Historian. Here is what John had to say:

SDR was chartered into the Porsche Club of America December 26th, 1957. It was the 7th region chartered, the first one on the West coast.

As a side note, PCA was first started in September of 1955. The first meeting of PCA was at Blackie's Grill in Alexandria, Virginia with thirteen prospective members, it became the Potomac Region. "Porsche Panorama" was started in December 1955. But, enough about National PCA, back to our region.

Sadly, most of our Region charter members are not with us anymore. They were truly dedicated to driving Porsches and the idea of the Porsche Club.

The first SDR Presidents were; John Bowman-1958, Keith Ewton-1959, Roger Thompson and Paul Madigan-1960, Roland Johnson-1961, Walter Cole-1962, Keith Ewton-1963, Jack Rober-1964, and Tom Hauseur Sr-1965.

Not to be left out, our Windblown Witness Editors were: Roland Johnson, Jerry and Dawn Lehrer-1961, Wally Coh-1962 and 1963, Keith Ewton-1964, and George La Dam in 1965.

From 1957 to 1960 we really had no newsletter. The events were just talked about between members. There was always a faithful 10 or 12 cars

that would show up at gatherings. It was decided to put out a newsletter starting in 1961 to try to get more Member participation.

In March of 1961 the name "Windblown Witness" was suggested and stuck for the newsletter. The cars were air cooled, "Windblown" and "Witness" referred to getting information out to the Members. The newsletter was just typed 2 or 3 pages and copies run off. Most of the info was about events or tech stuff like: wheel bearings, cleaning tank lines, carburetor balance with a Unisyn (how many of you guys know what that is?), and ignition timing. We had no advertisers in the Witness.

The installation Dinner that year had 50 people. Some of the events on the schedule for the first half of the year were a Rally School, Run to Mt. Palomar, Breakfast meeting and a Slalom. See we were even Autocrossing back then! Plus all the cars were 356s!!

Some of the members participating in those events were Ernie and Carol Paschoal with their 55' hardtop and Jerry Lehrer, who owned a Super 90, one of the fastest cars at the time.

The Slalom held at the Electro-Instruments parking lot had 16 cars. Dick Bauer had TTOD, with Tom Hauseur Sr., second. Tom would go on to chair the 1977 Porsche Parade here in San Diego.

In those early years the club was small, kind of like a family. Everyone knew everyone else and the type of cars they drove. Looking back at those early events, you can see traditions were starting. Traditions that are still carried on today. Also, as you read through the names, these were the Members that began shaping San Diego Region into what it has become.

Now when I say ***We Are SDR***, thanks to John Straub, I know a little bit more of where ***WE*** came from.

Hammer Down, Dan Carusillo
President PCASDR



Back Country Tour 6-5-16



Willow Springs TT



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June Board Meeting

2016 Board - Call to Order at 7:14pm

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

Secretary: Approval of May meeting minutes. M/S/P. Rick Richardson reported one email vote, 5/30/16, Add a Ramona wine tasting tour for July 30, 2016. M/S/P.

Treasurer: Bruce Wing submitted monthly report. The \$18,543 transponder purchase complete. Renting transponders at CFOS resulted in \$970 income. The club received two National PCR rebates. Bruce informed board of new reports by class accounting system, which will provide new report functionality for chairs including generating event reconciliation. Chairs will still continue to submit event reconciliation with no change to current procedures. Monthly report approved M/S/P.

Old Business:

President Dan Carusillo informed the board of a text blast program being created by Robert Baizer. Kudos to Tom Brown and Robert for the number of proprietary software programs created and run by them. The national website competition is over and the results are pending. John Straub proposed a Presidents' plaque of past and future presidents. John will develop a future proposal for the board.

Chair Reports:

AX: Mark Curran provided reconciliation of 5/15/16 autocross, 94 drivers. The Zone 8 autocross is scheduled for June 12th. June 26th west lot is available but no events are scheduled.

Mark proposed an autocross and PDS schedule 2nd half of 2016. 9/24/16-9/25/16 PDS. M/S/P.

Motion to approve all 2016 Qualcomm dates proposed: 7/17, 8/7, 8/28, 9/24, 9/25, 10/22, 10/23, 11/20, and 12/17. M/S/P.

Mark proposed autocross dates of 7/17, 8/07, 8/28, 10/22, 11/20. M/S/P.

Mark Curran shared early 2017 Autocross dates that are available: 1/7/17, 1/14/17, 1/21/17.

Motion to hold dates M/S/P. Mark Curran will provide a future request for replacement medals.

Social: Victoria Varon provided an update on several events: the glass art event where 16 people attended, Cars & Cigars continues to grow in numbers, Scotch & Chocolate event had 26 people attend. Progressive Dinner is almost sold out with only 2 tickets left. Movie night registration continues.

Ramona Wine Tasting is scheduled for 7/30/16, tickets will be \$100 per person.

Victoria requested approval for Cars & Cigars on monthly basis, 10am-12pm: 6/26/16, 7/16/16, 8/20/16, 9/4/16, 10/15/16, 11/19/16. M/S/P.

Tapas and Wine event with chocolate is proposed for 9/11/16, 4pm at Dahlmans. M/S/P.

Victoria requested approval to explore option for 3 night cruise to Ensenada. Save the date approved 10/6/16-10/9/16. M/S/P.

Victoria proposed 11/5-11/6 dates for mystery weekend. M/S/P.

Save the date proposed for fall progressive dinner (south region), 10/29/16.

Submit club name tag requests to membership@pcasdr.org.

Concours: June 4th event is cancelled.

Bob Schweizer proposed 8/6/16 for basic detailing class. M/S/P. Bob proposed 9/10/16 for Concours Prep event. M/S/P.

Rally: Eric Marc-Aurele proposed a casino-themed rally that will include both "gimmick" and time-speed-distance components on 8/14/16. Duration is 2 - 2.5 hours. M/S/P

Tours: Keith Verlaque requested approval of future tour dates: 8/21/16, 10/9/16, 12/4/16. M/S/P.

Social Media: **Marc Matanza** notified the board of the cancellation of Videographer. Discussion ensued regarding videography of club events. No action taken.

Insurance: June insurance up to date. Cathy needs all approved second half dates from Chairs.

Club Race: Willow Springs reconciliation is pending national expenses.

QCIDI: **Keith Verlaque** discussed PDS planning and future instructor day.

Membership: Primary Member: 1606, Affiliate members: 1000, Total Members: 2606.

Museum: Star Cars are the featured display at the Automotive Museum opening Saturday, June 4th. The display features cars that have been stars of some famous films including the "Thelma and Louise" Ford Thunderbird and the Plymouth Fury from "Christine." You can see the Green Hornet car and the Honda S2000 from "2 FAST 2 FURIOUS." There will also be three "Movie Nights" on the grass behind the Museum in July and August and summer camp opportunities. The San Diego Automotive Museum received a first place award at the recent National Auto Museum conference in Bangor, Maine.

Speed Fest: **Katie Kinninger** confirmed we have our club spot for Coronado Speed Festival.

Vice President: **Andrew Raines** provided an update on the E-vote Committee. E-vote is legal and the team is evaluating options and will target this fall for E-voting. **Karen Garcia Raines** presented a draft 60th Anniversary Plan. Board will need to approve a logo in the future early enough to implement for 2017 60th Anniversary events. The concept is to embrace the 60th anniversary as a yearlong celebration kicking off in January 2017 through December, rather than a single event celebration, including an event at the Automotive Museum. Discussion ensued about a 60th anniversary committee and chair.

President's Report: **President Dan Carusillo** informed the board that Zone 8 rule change proposals will be accepted until June 30th. Please submit to ruleproposals@zone8.org and include

rationale/supporting data. Bob Hallett proposed to order PCA/SDR grill badges not to exceed \$250. M/S/P. Dan also shared a letter from German fan asking for a sticker from.

No report submitted: **NRS:** **Webmaster:** Greg, **E Master:** Bev, **Historian:** John **Legal:** Jim, **Safety:** Mark Rondeau, **Witness Billing:** Tom, **Forum:** Steve G, **Archivist & Policy:** Tom Brown, **Witness Editor:** Greg, **Volunteer:** Sara, **Driver's Awards:** Katina & Tami, **DE/TT:** Robert & Jack, **Charity:** Lori, **Military:** Rick, **Sponsor:** Javier, **Goodie Store:** Bob, **Equipment:** Keith R. **Tech Session:** Jim & Ulrick, **Windblown Witness:** Greg

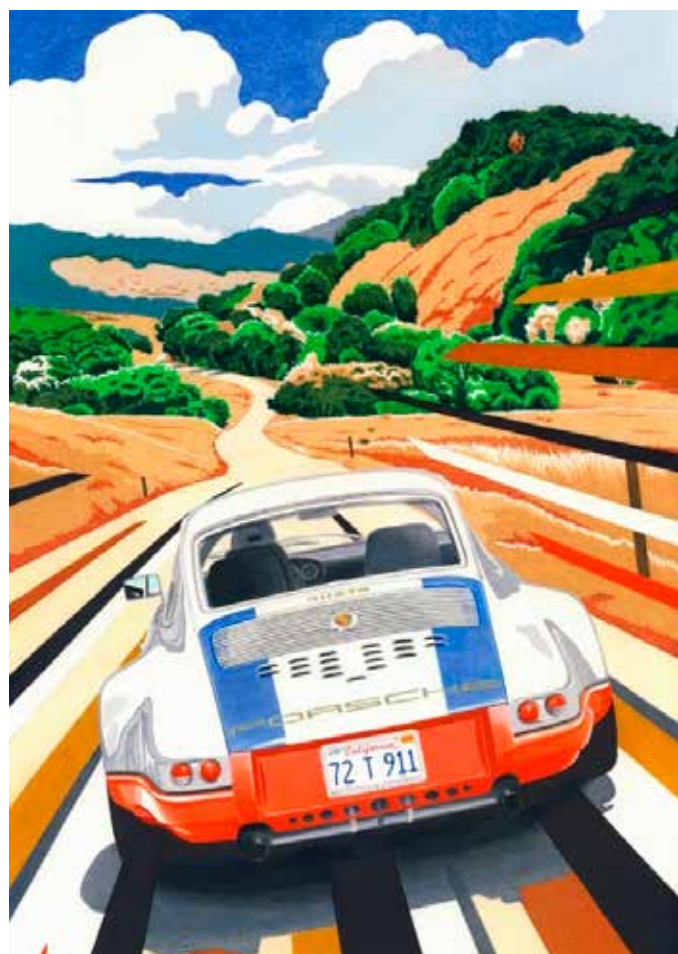
Announcements: *THANK YOU to Karen and Andrew for hosting.*

Adjournment: 9:17pm

Next Meeting: Carusillo home

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July 2016- August 2016

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 16 Saturday Cars & Cigars

Time: Starts at 10:00AM.

Place: 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. If enjoying a cigar isn't your thing, come down anyway just to socialize and hang out with other SDR members.

July 17 Sunday AutoCross West Lot

-You will be required to show your PCA member card and driver license in the tech line.

-Autocross fee is \$60 pre-registered, Walk Up fee is \$90 (not available to PCA members with "student" status).

-No Show/Cancellation fee is \$20 if not cancelled online the Wednesday prior to the event by 11:59 PM.

Tech Inspection opens at 6:30 am and closes at 7:30. If you are not in line by 7:15, you will be charged a \$20 late fee.

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 (Sea- port District, San Di- ego)

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 Sctioned 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 6 Saturday Basic Detailing Class

Time: Starts at 9:00AM. - 2:30PM

Place: 1578 Osage , San Marcos, CA 92078

Details: Join us for a basic detailing class to go over some of the tricks we have learned to keep your .looking great

August 7 Sunday

AutoCross SE Lot

-You will be required to show your PCA member card and driver license in the tech line.

-Autocross fee is \$60 pre-registered, Walk Up fee is \$90 (not available to PCA members with "student" status).

-No Show/Cancellation fee is \$20 if not cancelled online the Wednesday prior to the event by 11:59 PM. Tech Inspection opens at 6:30 am and closes at 7:30. If you are not in line by 7:15, you will be charged a \$20 late fee.

August 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.

August 14 Sunday

Casino Gimmick Rally

Time: Starts at 8:30AM.

Place: TBD

Details: Join us for a fun gimmick rally. Drive on beautiful roads in east county with your PCASDR friends. Test your skills and luck in our low pressure rally challenges. The rally begins at 8:30 am from a location TBD, expect to spend 2 1/2 hours driving followed by a group lunch with your friends.

August 20 Saturday

Cars & Cigars

Time: Starts at 10:00AM.

Place: 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. If enjoying a cigar isn't your thing, come down anyway just to socialize and hang out with other SDR members.

August 21 Sunday

Back Country Roads Tour

Time: Starts at 8:00PM.

Place: TBD

Details: Save the date - more info soon. Please note that you must register for tour through Motorsportreg - no cost, but it helps with planning and getting volunteers

August 26 Tuesday

LTS - Seasons Stone Brewing (Escondido)

Time: Starts at 6:30PM.

Place: 1999 Citracado Parkway, Escondido, CA 92029

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

August 26 Tuesday

LTS - Seasons Stone Brewing (Escondido)

Time: Starts at 6:30PM.

Place: 1999 Citracado Parkway, Escondido, CA 92029

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

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 Sctioned event, but one we all enjoy participating in.

August 28 Sunday

AutoCross West Lot

-You will be required to show your PCA member card and driver license in the tech line.

-Autocross fee is \$60 pre-registered, Walk Up fee is \$90 (not available to PCA members with "student" status).

-No Show/Cancellation fee is \$20 if not cancelled online the Wednesday prior to the event by 11:59 PM.

Tech Inspection opens at 6:30 am and closes at 7:30. If you are not in line by 7:15, you will be charged a \$20 late fee.





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“Data Acquisition — using technology to make a better driver”

By Steve Grosekemper

Illustration by Gary Burch

In last month's installment of "Gone to the Dark Side" I got to share with you all of the improvements and additions I have made to my 2002 Boxster-S before taking it for its first real shakedown at Buttonwillow Raceway.

Within that list of improvements, I promised these things could all be topics of future discussions; so here we go...

Data acquisition can be a pretty daunting thing to deal with for the novice or intermediate driver. It sounds equally complicated and expensive, so let's break it down.

Data acquisition is exactly what it sounds like; gathering information. I started using a data acquisition device about 2005, and back then Racepak's G2X and AIM Data Systems were the two major players.

I chose the G2X because it was far more reasonably priced and more suited for an entry level racer. The AIM system was far more sophisticated and complex. (See: Really expensive).

So over the years I have been a little biased towards G2X as it is what I am most familiar with and it has been installed in most of my customer's racecars.

One bonus about using what everybody else is using is there is always someone around that knows the tricks with using the system. Another bonus is you can borrow that better driver's data and compare it to yours to see what they are doing that you aren't.

It's like having an instructor in your car all weekend and then getting a post event debrief, and you can do it all on your own.

The last bonus about using an older tried and true data acquisition system is that people will sell their old ones on e-bay for half the price of a new unit so they can get the latest and greatest set up.

But like anything else in the electronics realm, with the advancement of time and technology we get a lot more options, and data acquisition is no different.

There are numerous offerings out there now in the data acquisition game. There are stand-alone, battery-powered dash units that log speed, G force and lap times. There are units that hook up to your car's OBD-II plug for additional info, and there are units that do that plus a whole string of additional sensors and video for your data collection addiction.

There are way too many options to even scratch the surface here, so we are going to go another direction.

I have personally improved my driving several levels by the use of data acquisition, but this is the essence of what I have found—using some level of data acquisition with video is the key. It's really hard to verify all data when you can't see it all displayed together with track position and driver inputs very clearly.

I use the G2X display with RPM, shift light warning, speed, and gear selection displayed. I also use an Innovate air fuel ratio gauge all captured within the video

screen. (Bonus about G2X is the dash uses ultra-bright LED's display which shows up very well on video.)



Here is a video screen capture from me driving CFoS—2016. We made changes in the car from the previous year that gained us 7 MPH in top speed, and the video lets us compare track position and driver inputs from last year to determine if the speed increase was more driver than car...sadly it was all car.

Using the video this way, you can watch and see all of these data inputs as they relate to track position, including what the driver is doing, with no additional video/DA software needed.

"Data Acquisition Life Hack"

You don't have to start with a \$2000-\$5000 data acquisition system in your car. You can start out with something as simple and cheap as two discarded smart phones.

Use one smart phone as your video source and mount it between and slightly behind the seats. Download a speedometer app on the other phone and mount it somewhere on the dash that is easy to reach and see on video.

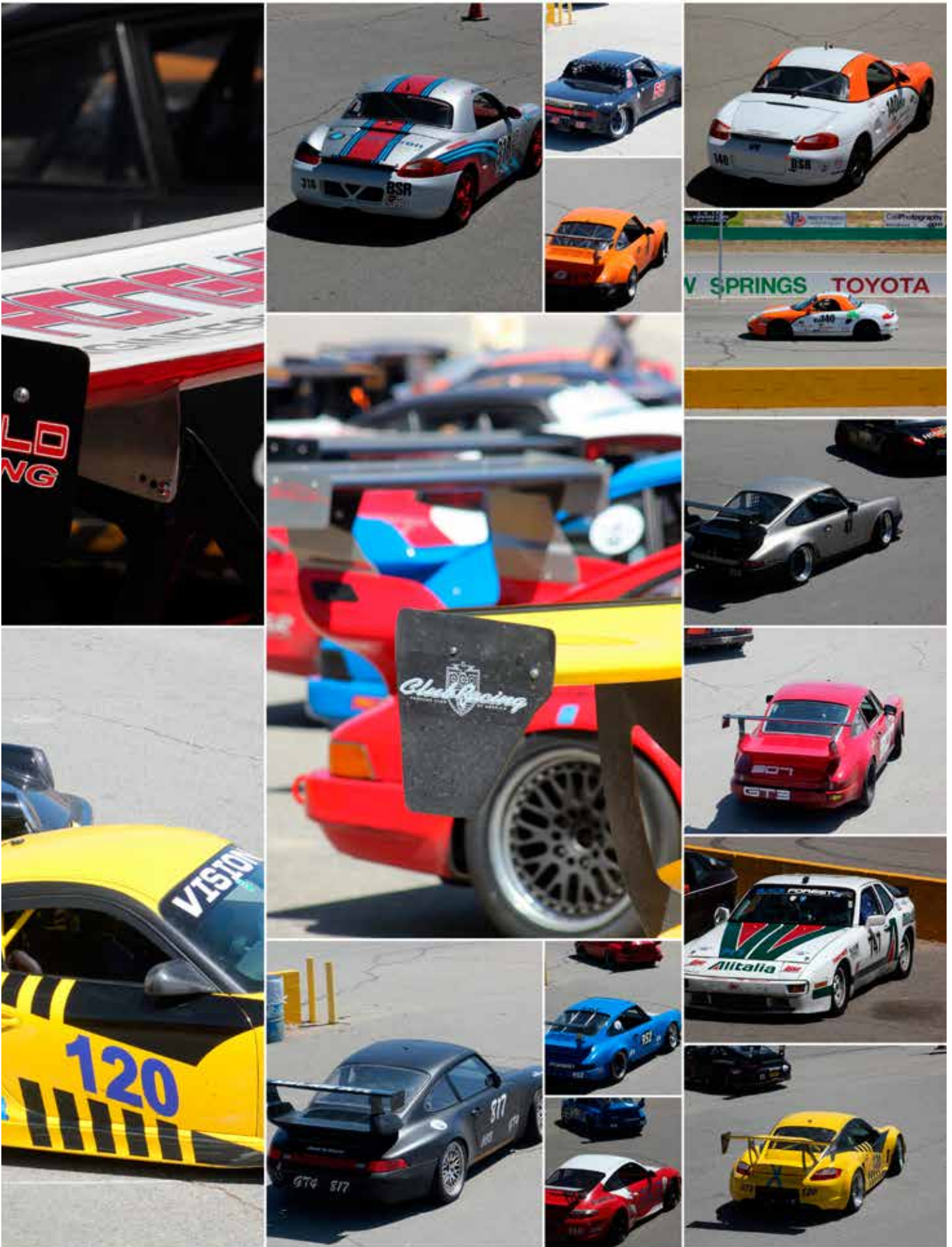


Here you can see the super low-tech data acquisition with DigiHUD app running on the dash and another smart phone running video mounted behind the driver.

As your video is running, you can see maximum speed at the end of a sector, or minimum speed in a corner. Most of these apps like DigiHUD for Android or Speed Tracker for Apple will also retain maximum and average speed numbers for your low-tech data download.



Willow Springs Club Race





San Diego Region Basic Detailing/Car Prep Class

Saturday, August 6th , 9:00 am~2:30 pm

Join us for this informative class

Learn some of the basics of detailing and cleaning your car.

We will show you “do it yourself” tips on basic paint care, wheel cleaning and interior care.

Our volunteers will show you some of the tips and tricks they have learned while preparing their own cars. We will do a live demo for paint cleansing and waxing, glass cleaning, and interior care.

Bev & Tom Gould have been showing their 1970 911E for over 20 years in various Concours de Elegance shows. As with many of our volunteer speakers, you learn what works and what doesn't.

Cost: \$20.00 (includes coffee, refreshments & lunch)

Pre-register by 8/1/16— go to <http://msreg.com/BD8616> or make check payable to PCASDR send to 1578 Osage Street, Suite A, San Marcos CA 92078 or e-mail bevould@me.com

Time: 9:00 am — 2:30 pm

Where: TCsGarage Parts & Accessories, 1578 Osage Street, Suite A, San Marcos,

Fastest Road in the West



Story and photos by Greg Phillips

As we left in the caravan to Willow Springs, we hoped to finally break the wet weather jinx for the PCA Club Racing West Coast Club Series. The Thunderhill event in March and the Festival of Speed in April both had rain but the high desert of Willow Springs is usually a dry event. Although there was rain as we left San Diego for the caravan north, by the time we got to Gopher Canyon it had cleared. My view of the caravan seemed a little off, instead of being in the shotgun seat with Steve trailering my 911 SC, I was driving with Pat in the Expedition and Mark Rondeau was trailering his 911SC with Ricardo Olimon following in his Peridot Cayman S.

Traffic went well after dodging a traffic accident and following Google Maps and we rolled into Rosamond and filled up with gas along with Angela Avitt in her 991. Next stop was Willow Springs as we checked in and found that the club racing equipment had arrived from St. Louis. While Steve was unloading the trailer, Pat and I met with the PCA Club racing staff of Steward Bill Miller, scrutineer Ken Mack and Rory Savage for timing and loaded up the equipment and transported it to the appropriate venues. David

Wittereid, our zone rep, was also helping with the sponsor's box and getting out the banners.

Steve had a garage and was setting up the 911SG compound for camping with Ethan Dahlkamp's trailer for the weekend along with Mark's tent, although the winds were causing him a little trouble getting it raised. After the compound was set up and tech going we then headed back to Lancaster to check in at the Hampton Inn and then off to dinner with Cathy Young before turning in early.

Saturday was an early start to finish tech, get the safety equipment and corner workers out and then have the TT drivers meeting while the Club racers were out for the first practice session. Robert Baizer was solo for this TT event as Jack Miller was in Napa. After the racers, I was up first in Orange with my student Peter Ruseski. After the yellow flag laps we slowly picked up the pace and had my best lap at the end with a 1:41.01. Jim Duncan was quickest at 1:36.91 in his CC12 996 and Tony Nufer's CC13 "912E" was next at 1:37.11.

Red group was next and Steve headed out with

Mark and Ethan. They were closely bunched with Stev just ahead of Ethan 1:33.55 to 1:33.83 and Mark at 1:34.85. Alexander Marmureanu's X Mitsubishi was quickest at 1:30.15 with Jad Duncan next at 1:32.17 followed by Rick Levenson, Allen Cravello and Mike Avitt all in the 1:32's. Peter was out next for Yellow in his SS06 2015 911. After the caution laps he started picking up the pace and handled traffic well and finished with a best lap of 1:52.27. Adam Elovitz led the group at 1:42.08 followed by Dave Benton (SS02) and Paul Norris (X) just ahead of Alexandra Hainer's Spec Boxster.

The Club racers were up next and there was a little problem getting them gridded by their practice times but they were soon out and running well in the clear desert air. We had a good turn-out and with several different groups running the racers had plenty of variety to run with.

I was up next and had a good long session of 9 laps and turned my best in lap 5 at 1:37.92. Jim Duncan was again the leader at 1:34.78 with Andrea Cairone next at 1:36.76 in a 2001 M Coupe. Peter Carides was learning to drive the Smurf and turned a 1:38.41.

Steve was out next in Red and Alexander was again fastest at 1:28.38 with Marcus Kramer pedaling the Smurf next at 1:31.09 and then Jad at 1:31.27. Steve was mid-pack at 1:33.79 with Ethan and Mark at 1:34.83. Yellow with my student was next and he did well but traffic kept him to a best of 1:53.71 and Ryan Oehler led the way at 1:40.18 followed by Dave Benton and Adam again.

My third session also went well and on my last lap I had my best time at 1:36.41 which was just behind Jim Duncan at 1:35.81 and ahead of Peter Carides at 1:36.58. Dave Hockett was getting used to his CC08 Cayman and turned a 1:37.81. Stacy Smith was also learning his CC10 911 and turned a 1:39.83 for his best lap. In Red Steve also improved to 1:33.43 and Rick Levenson (CC15) was leading at 1:31.03 with Jad close behind at 1:31.09.

Over lunch we worked on our grid team and recruited some help and the gridding for the

practice starts and fun race went well. My Orange session was slower. We had switched off of the Nittos to use up some of our other tires and the grip was not as good. My best lap was a 1:39.93 for mid-pack. Paul Tordella was quickest at 1:36.78 followed by Peter Carides, Andrea Cairone and Stacy Smith down to 1:38.04.

Steve was able to get more speed out of the tires than I and turned a 1:35.42 while Mark was just quicker at 1:35.16. Rick Levenson finally got under 1:30 at 1:29.21 and Jad was second again. In Yellow Peter was able to start getting the line and dropped his time to a 1:45.76. Debby Sharp was



4th fastest in her 944 Spec at 1:42.35 and Adam Elovitz was quickest at 1:38.04.

Up next was the first sprint race for the racers. Bob Mueller was on the pole in his GT4 911 and followed by Annand Sharma (GTC5) and Bruce Blockus (GT1) and Roland Schmidt (GT4). At the green flag Bob pulled away and ran a clean fast race with a best time of 1:26.718 which is very fast for an air-cooled 3.2 911. Bruce Blockus moved up and took second and his best lap was 1:28.533 with Roland taking 3rd just ahead of Jeffrey Schmidt's GT4 911. Annand Sharma had dropped back to 5th but his best lap was 1:27.987. Steve Livelsberger was 6th in his GT3 914-6 and Andreas Hainer 7th in his Spec Boxster. In Spec 944 Isabella Busallachi took the class fol-



lowed by Chuck Sharp and Tim Meyer.

We switched things up in the last 2 sessions as I ran in Red and Steve ran one of the sessions in Orange. I was now near the bottom at 1:37.68 and had to keep my eyes open for the likes of Jad now turning a 1:28.91 and Marcus Kramer at 1:30.35. The final Red session was lightly attended with only 9 drivers and James Buck had improved to 1:32.06 to lead the short pack. Peter enjoyed the last session and improved to 1:43.20 for the day.

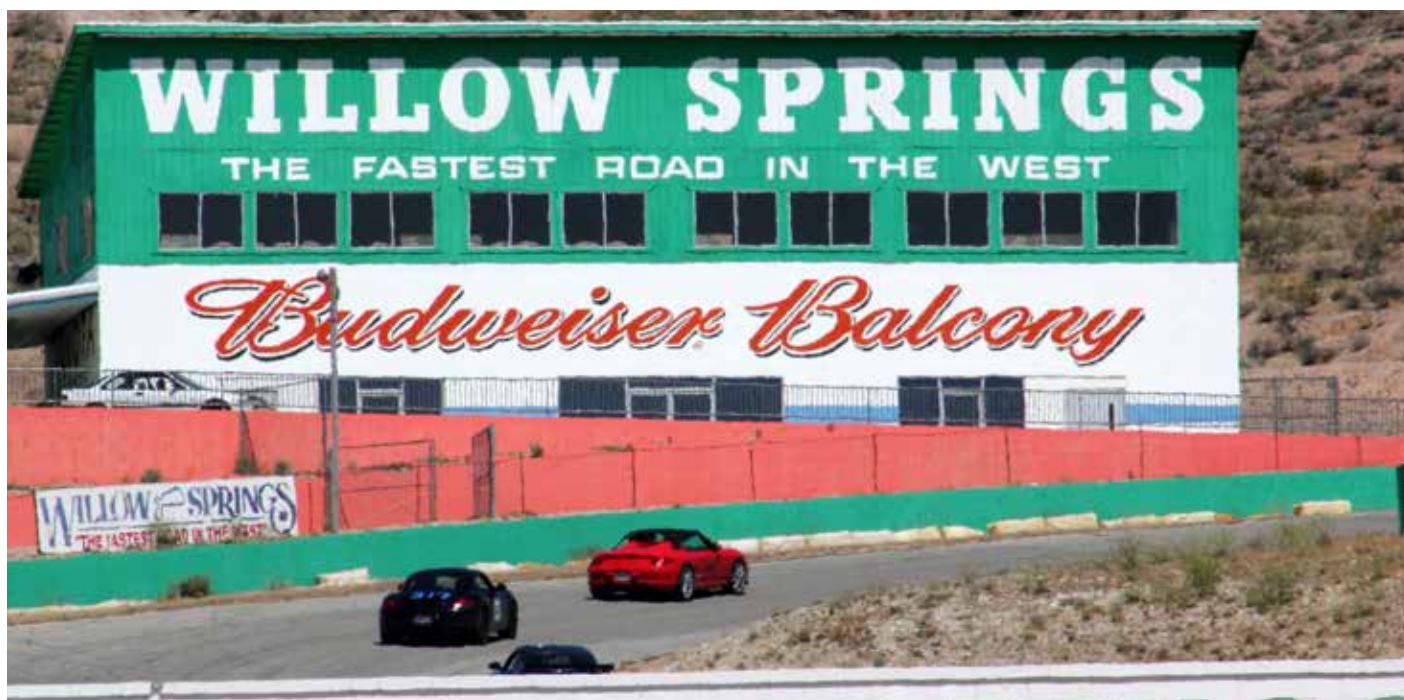
While I had been on track, Pat had taken the time after the last club race to start setting up the happy hour. And when the track went cold all the

drivers were invited to enjoy drinks and snacks on the patio. On the advice of the PCA steward it turned out to be a fun get together. And while there we did get a spritz of rain along with beautiful rainbows to cap off the evening. Thanks to Pat and all the volunteers who helped put it together. After socializing it was back to the garage and Steve finished checking over the SC and we headed back to Lancaster for dinner at the Black Angus.

Sunday morning was not quite as early but I was up first in Orange in the cool of the morning and we had mounted another set of used tires. The grip was good and my best lap was 1:37.92. Jim Duncan still led at 1:34.22 but Peter Carides (1:37.66) and Dave Hockett (1:37.67) were picking up the pace along with Christophe Riordan at 1:38.22.

Red was next and it was a small but quick group of 11 who were out early. Jad (1:29.20) and Rick Levenson (1:29.47) were under 1:30 and Marcus Kramer at 1:31.01, Ethan Dahlkamp at 1:31.44 and Mike Avitt at 1:31.98 were close behind. Mark Rondeau's CC07 SC was down to 1:32.57 and Steve was next at 1:33.08. In Yellow it was Chris English (1:41.26) and Angela Avitt (1:42.32) picking up their pace and Peter Ruseski continued to do well at 1:45.20.





I was up next in Orange and our tire strategy went south. After 3 laps I noted a vibration on the back straight and it continued in turns 8 & 9 and I pulled in to the pits to take a look. After checking it turned out that the belt on one of the rear tires had broken and now it was no longer symmetric. We started looking back at our remaining tires and tried to put a reasonable set on for Steve's session, but they were not as good as the previous set and Steve's best lap was 1:35.00.

After the club race practice I was out for my 3rd session and the tires were OK but my best lap was 1:38.65 and I came in early to try and save the tires for timed runs. Peter Carides had moved up to the top at 1:35.14 with Jim Duncan (1:36.32) and Dave Hockett (1:36.54) close behind.

Next up was the second sprint race and since Bob Mueller was only able to run on Saturday, we were guaranteed a new winner. This time Annand Sharma (GTC5) did not make a mistake and moved up from second to take the lead and pulled ahead of the Schmidt boys, Roland and Jeffrey who finished second and third with Bruce Blockus (GT1) taking 4th followed by Steve Hale (GTB1) and Steve Livelsberger (GT3). The rest of the top ten were all GT4 with Frank Powell, Dan Carusillo, Peter Czajkowski and Don Middleton. Andres Hainer was next and the top Spec Boxster.

In Spec 944 this time it was Tim Meyer followed by Isabella Busalacchi and Chuck Sharp.

Over lunch we had our TT drivers meeting to review timing procedures and then prepared for our final practice session. The run order was changed and Yellow was up first and Peter had a good session with a best lap of 1:47.14 and the Spec 944 group were on top with Debby Sharp at 1:41.13 just ahead of Dave Diamond at 1:42.47. I skipped my session and Steve just went out to run a few laps to set tire pressures and then we were ready for timed laps.

The big dogs were off first and the times were quick and close. Jad Duncan and Rick Levenson each had a best lap of 1:28.89 and the tie breaker was their second lap with Jad winning



with a 1:29.72 to 1:29.77! Next was Marcus Kramer in the CC14 Smurf 911 at 1:29.87 and followed by James Buck (CC15) at 1:31.36, Mike Avitt (SS09) at 1:31.97 then Jim Duncan (CC12) at 1:32.69. Rounding out the top ten were Mark Rondeau (CC07) at 1:33.09 and the top BRI with Peter Carides (CC14) at 1:33.31, Russell Shon (X) at 1:33.74 and Diane Cafferata (CC14) at 1:34.12.

In 944 Spec it was Chuck Sharp at 1:37.73 ahead of Debby Sharp at 1:40.21 and Dave Diamond at 1:40.94. In Boxster Spec it was Alexandra Hainer on top at 1:37.33 and in CC06 Mark Curran turned a 1:39.28 and in CC08 it was Dave Hockett at 1:37.72. In CC09 Steve went out first and turned a best lap of 1:34.69. My best lap was a 1:38.90 and Ricardo Olimon next at 1:49.08. In CC10 it was Don Middleton at 1:36.27 and in CC11 it was Matthew Evert at 1:41.69. In CC12 Jim Duncan was ahead of Bruce Wing (1:34.17) and Neil Heimburge at 1:42.34. In SS07 it was Angela Avitt at 1:43.16.

After the timed laps they started gridding up for the last sprint race. This time when the green flag dropped it was Scot Hale's GTB1 Cayman moving forward with Jeff Schmidt's GT4 911 giving chase along with Frank Powell's GT4 911. I was at the Budweiser Balcony to shoot pictures and they were nose to tail for several laps until Frank slipped back and was then dicing with Peter Czajowski's GT4 911. They finished in that order with Andres Hainer in 5th in his Spec Boxster. In the Spec 944 this time it was Tim Meyer leading the group to 8th place followed nose to tail by Chuck Sharp and Isabella Busalacchi.

After the race it was time to finish packing up Steve's trailer and then pack up the PCA club racing equipment to transport back to San Diego. Although this was the last time trial until October at Chuckwalla, the West Coast Series continues with Buttonwillow, Laguna Seca and then Thunderhill.

Pos	PIC	No.	Name	Class	Laps	Total Tm	Diff	Best Tm
1	1	844	RON PALMER	GT3	18	27:54.439		1:30.899
2	2	331	ROLAND SCHMIDT	GT3	18	28:22.661	28.222	1:31.835
3	3	952	FRANK POWELL	GT3	18	28:36.044	41.605	1:33.363
4	4	279	DAVID QUESNEL	GT3	18	29:04.229	1:09.790	1:33.739
5	5	181	PETER CZAJKOWSKI	GT3	18	29:05.182	1:10.743	1:35.500
6	1	17	PAUL YOUNG	GT5	18	29:25.422	1:30.983	1:36.046
7	1	68	PHILIP BLACKSTONE	H	17	27:59.941	1 Lap	1:36.635
8	1	85	TIM MEYER	SP1	17	28:22.255	1 Lap	1:38.567
9	2	158	CHARLES SHARP	SP1	17	28:22.665	1 Lap	1:38.486
10	6	454	GEORGE TAYLOR	GT3	17	28:44.569	1 Lap	1:36.964
11	1	58	DOUG BOCCIGNONE	SPB	17	29:10.521	1 Lap	1:38.825
12	1	82	ROBERT MURILLO	SP911	17	29:45.124	1 Lap	1:36.068
13	3	13	RANDY BERGUM	SP1	16	28:49.326	2 Laps	1:44.564
14	4	87	JACK MOHN	SP1	15	27:55.282	3 Laps	1:49.999
DNF	DNF	652	SOHAIB KURESHI	GT2	7	10:37.271	DNF	1:29.458
DQ	DQ	619	KELION KASLE	SPB	17	29:10.138	DQ	1:40.550



Fastest Road in the West Willow Springs Intl. Raceway

Results of Sprint - Sprint 3

Pos	PIC No.	Name	Class	Laps	Total Tm	Diff	Best Tm	In Lap	Color	Description	Region
1	1 805	SCOTT HALE	GTB1	29	45:21.217		1:31.628	14	BLACK	GT 11 CAYMAN	CAI
2	1 817	JEFFREY SCHMIDT	GT4	29	45:24.364	3.147	1:32.131	10	BLACK	GT 97 993	SDO
3	2 952	FRANK POWELL	GT4	29	46:06.002	44.785	1:33.389	7	BLUE	GT 86 911	SDO
4	3 181	PETER CZAJKOWSKI	GT4	29	46:06.665	45.448	1:33.346	17	ORANGE	GT 75 911	SDO
5	1 140	ANDRES HAINER	SPB	29	46:35.434	1:14.217	1:33.988	5	ORANGE/WHITE	P 99 BOXSTER	LA
6	4 666	DAN CARUSILLO	GT4	29	46:57.442	1:36.225	1:34.051	5	RED	GT 76 911	SDO
7	2 318	BRANIMIR KOVAC	SPB	28	46:21.348	1 Lap	1:37.132	2	SILVER	P 99 BOXSTER	SGB
8	1 185	TIM MEYER	SP1	28	46:23.730	1 Lap	1:37.585	11	MAROON	P 88 944	LV
9	2 158	CHARLES SHARP	SP1	28	46:24.232	1 Lap	1:37.936	2	RED/WHITE	P 86 944	SDO
10	3 747	ISABELLA BUSALACCHI	SP1	28	46:49.262	1 Lap	1:37.702	11	WHITE	P 84 944	SDO
11	4 454	GEORGE TAYLOR	SP1	27	46:34.884	2 Laps	1:40.826	3	ORANGE	P 84 944	SDO
12	5 114	JACK MOHN	SP1	27	46:35.701	2 Laps	1:40.977	4	SILVER	P 86 944	LV
13	6 13	RANDY BERGUM	SP1	27	47:04.230	2 Laps	1:42.461	3	RED/GRAY	P 88 944	AZ
14	7 18	PATRICK SLOAN	SP1	26	45:40.489	3 Laps	1:40.771	2	RED	P 85 944	GPX
15	5 47	DON MIDDLETON	GT4	22	46:40.360	7 Laps	1:34.224	4	GOLD	GT 85 CARRERA	SDO
DNF	DNF 907	PAUL FRIEDMAN	GT4	27	44:41.964	DNF	1:36.840	12	RED	GT 79 911 SC	ORC
DNF	DNF 903	CHARLES WIRKEN	GTB1	17	28:34.244	DNF	1:38.994	10	GREEN	GT 12 CAYMAN R	AZ

Fastest Road in the West Willow Springs Intl. Raceway

Results of Sprint - Sprint 2

Pos	PIC No.	Name	Class	Laps	Total Tm	Diff	Best Tm	In Lap	Color	Description	Region
1	1 11	ANNAND SHARMA	GTC5	21	31:17.465		1:27.091	2	BLACK	GT 10 GT3 CUP	GG
2	1 31	ROLAND SCHMIDT	GT4	21	32:35.318	1:17.853	1:31.337	16	BLUE	GT 73 911	SDO
3	2 817	JEFFREY SCHMIDT	GT4	21	32:35.632	1:18.167	1:30.485	8	BLACK	GT 97 993	SDO
4	1 120	BRUCE BLOCKUS	GT1	20	31:17.636	1 Lap	1:28.667	9	YELLOW	GT 07 CAYMAN S	LVS
5	1 805	SCOTT HALE	GTB1	20	31:20.395	1 Lap	1:31.390	8	BLACK	GT 11 CAYMAN	CAI
6	1 58	STEVE LIVELSBERGER	GT3	20	31:23.166	1 Lap	1:32.189	13	BLACK	GT 75 914-6	SDO
7	3 952	FRANK POWELL	GT4	20	31:37.776	1 Lap	1:31.690	8	BLUE	GT 86 911	SDO
8	4 666	DAN CARUSILLO	GT4	20	32:09.953	1 Lap	1:33.917	2	RED	GT 76 911	SDO
9	5 181	PETER CZAJKOWSKI	GT4	20	32:14.113	1 Lap	1:33.630	18	ORANGE	GT 75 911	SDO
10	6 47	DON MIDDLETON	GT4	20	32:14.588	1 Lap	1:34.825	11	GOLD	GT 85 CARRERA	SDO
11	1 140	ANDRES HAINER	SPB	20	32:18.329	1 Lap	1:34.328	9	ORANGE/WHITE	P 99 BOXSTER	LA
12	2 318	BRANIMIR KOVAC	SPB	19	31:28.048	2 Laps	1:37.811	7	SILVER	P 99 BOXSTER	SGB
13	2 903	CHARLES WIRKEN	GTB1	19	31:34.104	2 Laps	1:37.281	2	GREEN	GT 12 CAYMAN R	AZ
14	1 82	ROBERT MURILLO	SP911	19	31:34.701	2 Laps	1:36.896	3	GRAY	P 85 911 CARRERA	GG
15	1 185	TIM MEYER	SP1	19	31:39.759	2 Laps	1:38.179	8	MAROON	P 88 944	LV
16	2 747	ISABELLA BUSALACCHI	SP1	19	31:45.657	2 Laps	1:38.403	4	WHITE	P 84 944	SDO
17	3 158	CHARLES SHARP	SP1	19	31:53.977	2 Laps	1:38.431	7	RED/WHITE	P 86 944	SDO
18	3 842	NICOLAOS PERDIKARIS	SPB	19	32:12.111	2 Laps	1:38.575	14	SILVER	P 98 BOXSTER	GPX
19	7 907	PAUL FRIEDMAN	GT4	19	32:18.798	2 Laps	1:39.162	17	RED	GT 79 911 SC	ORC
20	4 454	GEORGE TAYLOR	SP1	19	32:42.626	2 Laps	1:39.944	7	ORANGE	P 84 944	SDO
21	5 114	JACK MOHN	SP1	18	31:19.067	3 Laps	1:41.231	2	SILVER	P 86 944	LV
22	6 13	RANDY BERGUM	SP1	18	31:32.880	3 Laps	1:42.833	3	RED/GRAY	P 88 944	AZ
23	7 18	PATRICK SLOAN	SP1	18	31:50.654	3 Laps	1:43.136	7	RED	P 85 944	GPX
DNF	DNF 253	PHILIP STRONG	GT3	18	28:12.100	DNF	1:31.359	8	RED	GT 03 CARRERA	SDO
DNF	DNF 631	DENNIS POWER	GT4	5	8:11.062	DNF	1:34.601	5	BLACK	GT 00 BOXSTER S	SBA
DNF	DNF 254	TOM STONE	SPB	4	6:47.032	DNF	1:37.297	2	BLACK	P 97 BOXSTER	SGB

The Stars as Cars



Story and photos by Michael Harris

"Star Cars" are the featured display at the San Diego Automotive Museum in Balboa Park. In addition to the 14 movie and tv cars, three other very rare automobiles have been added to the collection—a 1929 Studebaker Erskine sedan, a 1953 DeSoto station wagon, and a 1963 Corvette split window coupe with fuel injection.

The "Star Cars" include: a 1958 Plymouth Fury from "Christine;" a 1966 Ford Thunderbird convertible from "Thelma and Louise;" Herbie the Love Bug, a tribute VW beetle similar to the movie and tv car; a 1950 Studebaker Champion police car from "Batman Forever;" a 1979 Checker Marathon cab from "Catch Me if You Can;" a 2001 Honda S2000 from "2 Fast 2 Furious;" a 1991 Pontiac Firebird Trans Am tribute car like the Knight Rider tv car; a 1964

Chevy Van "Mystery Machine" from the Scooby Doo tv series; a 1947 Ford sedan police car from "The Majestik" movie; a 1966 Chrysler Crown Imperial tribute "Green Hornet" Black Beauty; a 1972 Honda 600 from the film "Almost Famous;" a 1950 Jaguar Mark V saloon from "New York Heartbeat;" and a 1978 Subaru DL two door sedan "Picture Car." Motor cycle fans are not left out. A 1976 Harley Davidson XLCH custom Sportster built for daredevil rider Evel Knievel for his film "Viva Knievel" is also on display. If some of these films are not exactly household megahits or easily recognizable names, the accompanying artwork and printed information go a long way to explain the meaning of terms such as "picture car" and other esoteric terms. All in all, this exhibit is a ton of fun and offers cars for all age groups and cinematic interests. I guarantee that you will learn a lot about the film, the car(s), and the actors.

"Christine" (1983) is based on the Stephen King book of the same name. John Carpenter of scary movie fame with "Halloween" directed. The basic story is about an insecure young man who is bullied in high school. He finds a wrecked Plymouth and restores the car to as new condition. The car, Christine, becomes an



avenging tool of destruction and takes off after her restorer's "enemies." Over twenty Plymouths were used in the making of the film. The film was first shown at the Plymouth assembly line with background music of "Bad to the Bone" playing in the background.



to see Nash, Kaiser, and Studebaker police cars in films because such brands were not seen in regular police or highway patrol service in regular communities. Were such brands used because the cars were cheap or because major

Another revenge flick with famous car is the 1990 movie "Thelma & Louise." The Star Car is a 1966 green Ford Thunderbird convertible. The film was directed by Ridley Scott who brought us "Blade Runner" and "Alien," two very fast paced and exciting films. In addition to the T-bird, the other two stars are Susan Sarandon and Geena Davis. The film depicts the two female friends going on a short road trip that is interrupted by handsome Brad Pitt, a smooth talking drifter who sexually assaults Thelma. Louise shoots Pitt and the two women take off on the run. A total of five Thunderbirds were used during the filming. The display car is in beautiful condition and is on loan from the Petersen Museum in Los Angeles.

The film "Batman Forever" features a Gotham police car in the form of a 1950 Studebaker "Champion" four door sedan. The bullet nose Studebaker was a very futuristic design for the period and fits in well in the background of a Gotham City of unknown vintage. The film starred Val Kilmer as Batman and was released in 1995. The film had mixed reviews but grossed over \$336 million, the six highest grossing film of the year. As a film buff, it was always interesting

studios did not want to promote a particular make unless they were being paid to do so?

The most unusual "Star Car" is a 1978 Subaru DL two door sedan. Say what? This car is referred to as a "Picture Car." A picture car means any car that is in a film but is not a "Hero Car" associated with one of the main characters in the film. The purpose of a picture car is simply as a background part of the scenery to depict a certain age or period. The 1978 Subaru was not



a big seller and so is not often seen on streets today. As the Museum's information sheet points out: "... if you want to shoot a movie or a commercial set in the early 1980's, these are the types of cars you need to give an authentic and historically correct atmosphere. Not flashy and very benign in appearance, these types of cars give a period-correct feel without upstaging the scenes or stories."

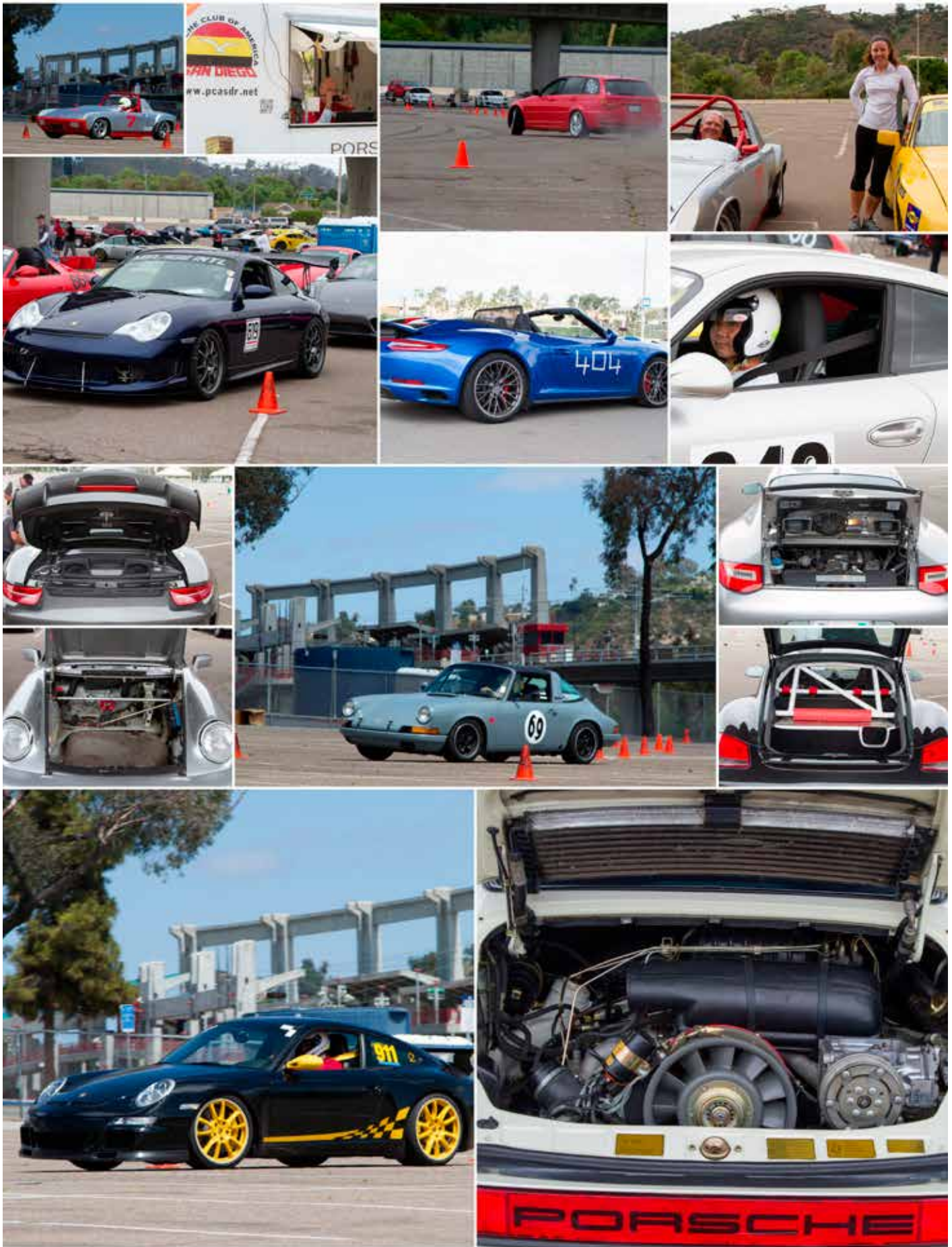
There are a lot more star cars to see with a great deal of fascinating information about cars and the movies. There are also three new cars on display in the regular collection that are unusual and in outstanding condition. The oldest is a 1929 Studebaker Erskine donated to the Museum by a local member of the Erskine family and restored in the Museum's restoration shop. The car is painted two-tone blue with pin stripping and black fenders. The wheels are steel rims with wooden spokes. Studebaker produced this model between 1926 and 1930. The car was named after Albert Russel Erskine, president of Studebaker at the time. Next is a limited production 1953 DeSoto Firedome Estate Wagon with fluid drive semi-automatic transmission in white and blue. Only 1,100 of this model were produced. Hot rodders may remember the 1953 DeSoto for the large chrome

knurled grill center that was used on a number of 1949-51 Mercury customs. This station wagon had the first of Chrysler Corporation's hemi-V-8 motors, named "Firedome." The original hemi displaced 278 cubic inches. The display car has been updated with a modified 330 cubic inch hemi V-8 producing 230 hp as opposed to the original 160hp. This car weighs 4,365 pounds, sold for \$3,351 in 1953 dollars, and returned 12 miles per gallon of gasoline. In 1953 Chrysler produced Plymouth, Dodge, DeSoto, Chrysler and Imperial automobiles. DeSoto was a high end brand with lots of chrome and high end interiors. The last of the newbies is another rare and exotic find, a black 1963 Corvette split-window coupe with fuel injection, high compression heads and Duntov solid lifter camshaft with four speed manual transmission. The split window coupe was only made in 1963 and the second generation Corvette, named C-2, was only built from 1963-1967.

In addition to the above, the Museum also offers the regular collection of unusual autos and motorcycles as well as a full library of books, magazines and motor manuals. The Star Car display will run for four months.



Autocross 06-12-16



Autocross 06-12-16



Photos by Bruce Wing

Costco Coffe & Cars 6-25-16



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Krispy Kreme & Cars 6-11-16



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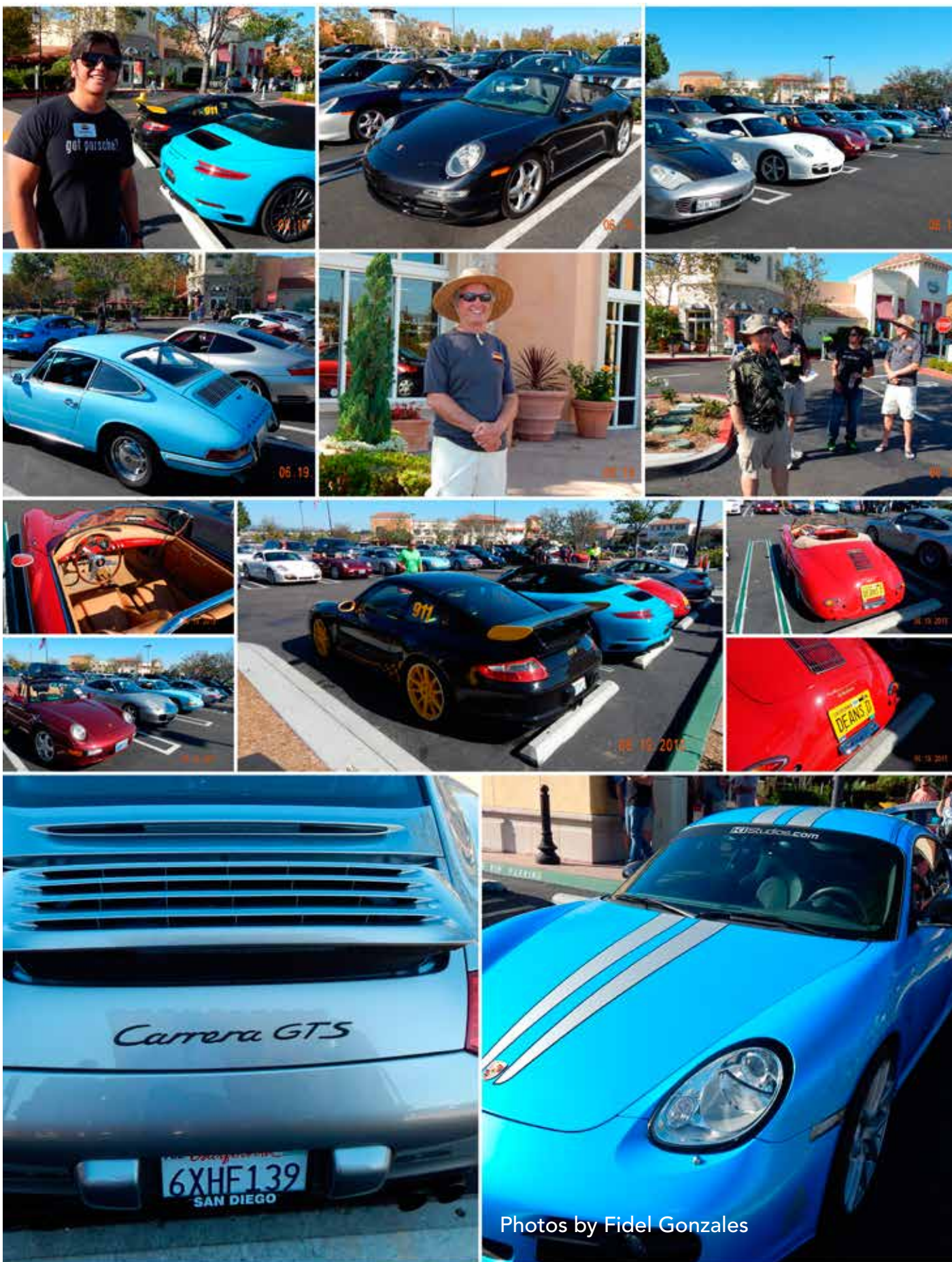
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MAY 14-15
BUTTONWILLOW RACEWAY

JULY 22-24
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THUNDERHILL RACEWAY

SEPTEMBER 10-11
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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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Display Advertising

For display advertising contracts and billing information, please contact:

Tom Gould

witnessads@pcasdr.org

Rates

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

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

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

Submissions

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

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

Link Index

PCASDR website: www.pcasdr.org

Zone 8 website: zone8.pca.org/

National website: www.pca.org/

AX & TT Results: results.pcasdr.org/

Online registration: pcasdr.motorsportreg.com/

Forum: forum.pcasdr.org/forum/

National Calendar: www.pca.org/calendar/pcacalendar.aspx

National Tech Q&A: www.pca.org/techqa/techqa.aspx

National Classifieds: www.pca.org/themart/themart.aspx

Join PCA: www.pca.org/membership/joinpca.aspx

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Black Forest:
Chalk Talk / Classroom

SATURDAY, SEPT. 24, 2016
7:00am - 5:00pm
Qualcomm Stadium:
Driving exercises

SUNDAY, SEPT. 25, 2016 7:00am - 5:00pm
Qualcomm Stadium: Non-competitive Autocross

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SATURDAY: 8:00am - 12:00pm

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WINDBLOWN
WITNESS



Greg Phillips, Editor

To:

PERIODICALS



MOVING? Send change of address for the *Windblown Witness* to:

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Service/Parts Hours: M-F 7am - 6pm Sat 8am - 5pm Closed Sunday



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