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



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## On the Cover



GT3 RS at Jay Peak Vermont Porsche Parade  
Photo by Greg Phillips

# WINDBLOWN WITNESS

**Editor**  
Greg Phillips  
editor@pcasdr.org

**Photo Editor**  
Greg Phillips  
photoeditor@pcasdr.org  
619.429.7700

**Advertising**  
witnessads@pcasdr.org

**Billing**  
Tom Gould  
witnessbilling@pcasdr.org  
310.261.7535

**Printing**  
GSG Print Group  
760.752.9500

**Classified Ads**  
Ad2Ad  
www.ad2ad.com  
classifieds@pcasdr.org

**Proofreading**  
Angela Avitt  
Martha McGowan  
Tom Tweed

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## San Diego Region 2016 Board of Directors

board@pcasdr.org



### President

Dan Carusillo

858.967.6266  
president@pcasdr.org



### Vice-President

Karen Garcia Raines

619.920.7502



### Secretary

Rick Richardson

619 855 9200  
secretary@pcasdr.org



### Treasurer

Bruce Wing

619.855.WING  
treasurer@pcasdr.org



### Director

Sara Gengler



### Director

Matt Schiller

moto67@gmail.com  
619.708.6296



### Director

Javier Varon

858.864.3163  
javiervaron@gmail.com



### Past President/Advisor

Keith Verlaque

619.817.5446

# San Diego Region 2016 Committees

<u>Archivist</u> Tom Brown 619.491.0150	<u>eMaster</u> Bev Gould 760.727.6068	<u>Military Liaison</u> Rick Richardson 619.855.9200	Sunny Rickard Jeni Noerenberg Bartley Katie Kinnering 619.743.0911	<u>Tours</u> Keith Verlaque 619.817.5446
<u>Auto Museum</u> Michael Harris 619.295.2013	<u>Event Flyers</u> Gary Burch 619.315.9184	<u>Panorama Articles</u> Greg Phillips	Katina Rondeau 619.842.2242	<u>Volunteer Coordinator</u> Sara Gengler
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<u>Charity</u> Lori Chesley 714.366.5098	<u>Goodie Store</u> Bob & Betty Hallet	<u>Rules</u> Russell Shon	<u>Sponsor Liaison</u> Jaier Varon	Greg Bartley 916.596.0385
Carmen Richardson	<u>Historian</u> John Straub 619.667.3826	<u>Rally</u> Paul Young Sr. 619.449.1768	Terry Barnum	-General
Martha McGowan	<u>Legal Affairs</u> Jim Ryan 858.455.6898	<u>Scrutineer</u> Steve Grosekemper	Bev Gould	Tom Brown 619.491.0150
<u>Concours</u> Cara Lyn Greco	<u>Membership</u> Giselle Gonzalez	<u>Social</u> Victoria Varon 949.690.6294	Don Middleton	Martha McGowan 619.938.2697
Robert Schweizer		Matt Schiller	Keith Verlaque	-Forum
<u>Coronado Speed Fest</u> Katie Kinnering	Genette McGowan	Carmen Brown	<u>Tech Sessions</u> Jim Mullady	Steve Grosekemper 619.733.5697
John Bell			Ulrick Matsunaga	Tom Tweed 858.454.5446

## Autocross

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<u>Chief Driving Instructors</u> Keith Verlaque	<u>Tech Inspection</u> George Taylor 858.568.5840	Robert Baizer 858.720.0425	<u>Safety</u> Mark Rondeau 858.864.3163
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Christopher Riordan	<u>Timing</u> Herb Meeder	<u>Club Racing</u> Greg Phillips	Dan Carusillo
<u>Pre-registration</u> Martha McGowan	<u>Equipment</u> Keith Rampmeier	<u>CDI/DE Schools</u> Jim Abbott	<u>Tech Advisor</u> Steve Grosekemper
Tim Gage	Matt Sparks	Bill Behun	<u>Timing</u> Robert Baizer
<u>Registration</u> Katie Kinnering 619.593.4053	Marcus Kramer	<u>Equipment Chair</u> Frank Powell 619.985.2997	
<u>Corner Working</u> Andrew Raines			
<u>Logistics</u> Bruce Wing			
Bruce Blumer			

Committee chair email ad- dresses (all use <a href="mailto:pcasdr.org">@pcasdr.org</a> ):	cornerworking coronadospeedfest editor de emaster equipment eventflyers forum-admin historian insurance legal logistics membership militaryliaison	panorama photoeditor policy preregaway preregq rally registrar rules safety social socialmedia sponsor store techadvisor	techinspection techsessions timingaway timingq tours treasurer tt webmaster witnessads witnessadvertiserdelivery witnessbilling witnessbusiness yearbook
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## Up Front- Where the Engine Belongs



I hate deadlines. This month there was more time than the end of June coming back from Parade. But I still leave my column to the last after I have the rest of the issue laid out. Laying out the issue is not the hard part; it is the writing that takes the time. This month I was only able to procrastinate on writing my autocross article a week before having to get it into this issue. I am usually better at planning my procrastinations.

To try and help minimize my writing, I will be trying to nag, coerce, cajole, embarrass and otherwise influence member to write more articles for the Witness. This month I can thank President Dan for his interview with Robert Baizer, Steve Grosekemper for his ABC's of 911 tech article and Carmen Richardson for her article on the Monarch Dinner.

I usually have lots of photos thanks to Ted Witte and Fidel Gonzalez among others, but some words to go with the pictorials would be helpful. A good example would be the June Progressive Dinner; a short article about the evening would have been a great accompaniment to the pictures. So in the future, if you attend a PCA event and have a good time; please think about writing about the experience and send it to [editor@pcasdr.org](mailto:editor@pcasdr.org). And although I usually have lots of pictures, there are some events like the Last Tuesday Social that I rarely see posted. So again if you attend, take a few shots and let me know and don't forget to write it down!

Don't forget that the Zone 8 rules proposals for 2017 are now in their comment period until August 15. Take a look and give your input. I personally am in favor of dropping the SS classes and reclassifying the newer 200 treadwear SCCA tires and giving them points commensurate with their abilities rather than their artificial treadwear rating. I feel that the SS classes are no longer necessary and we should work on improv-

ing the CC classes to fix any areas (like the 200 treadwear tires) that do not accurately reflect the correct points for a modification. But yes, we do have to be careful not to go too far as one of the proposals for aero points seems to be overkill and too complicated to enforce. But those are just my opinions; please provide yours to the Zone 8 rules committee.

I just dropped my 1986 911 cabriolet at Jim's Upholstery to get its top replaced so that I can enjoy the rest of the summer with some top-down cruising. The plastic rear window was almost completely out as the threads holding it in had finally given way. And then I will need to get it smogged. It almost passed its first time through on Monday but just missed the NOX at the upper speed test. A little help from Steve at Black Forest should take care of it.



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*Dan Carusillo,  
SDR President*

# HAMMER DOWN

## **WHO ARE YOU?....WHO, WHO,WHO,WHO?....**

I love going fast and I love racing. So it struck me as odd, that even though no one was moving, there is another type of racing I love too. Bench Racing. The banter, smack talk and camaraderie of rehashing an event or even a particular pass. And of course lap times and handicaps. That's when I realized how lucky we are. Not only because we get to flog our Porsches, but because of how we get to race and track them. By tracking I mean keeping track. SDR has proprietary AX/DE/TT: web sites, apps, forums and texts that keep us up to date in real time and also increases friendly competition.

These benefits are the result of a lot of hard work from a number of people. I had the chance to chat with **Robert Baizer**, one of our phenomenal DE/TT Chairs, to find out a little more about who he is and what he does:

**DC: Howdy Robert! First I must announce that you and Jack Miller, run what I believe to be one of the best DE/TT series in the Country. You guys Rock.... and Roll!**

**DC: Are you originally from So Cal and where did you grow up?**

**RB:** West Los Angeles. But I went to high school in the San Fernando Valley, which meant getting carpooled down Sunset Blvd, up a twisty canyon, over Mulholland Drive, and down another canyon every day. I remember staring out the window at 911s zipping by and dreaming about having one someday. After grad school I lived in New York City for 8 years, car-less, and every day while being squashed on the subway I'd think about the 911 I'd buy once it was time to leave New York. That happened in 2000, and as soon as I knew I was coming to San Diego, the first thing I did was order a built-to-spec 996.

**DC: The Big Apple, what brought you there?**

**RB:** I was a banker, in New York and in San Diego for a total of 16 years, then in 2008 I retired and started working on my bucket list, which included going to cooking school, working on my wine collection, and getting better at driving. Along the way, I was doing a

lot of investing in private companies, and have turned that into a small business, structuring deals and facilitating others who are interested in co-investing with me. I limit the number of deals I work on at any given time to enhance focus and make sure I have plenty of free time to continue to work on the bucket list.

**DC: What led you to SDR? Bucket seats for the bucket list!?**

**RB:** When I took delivery of my 996, the dealer handed me a certificate to use to join PCA. Using it was a no-brainer. After not even owning a car for so long, I wanted to get plugged into people who knew what they were doing with Porsches, and the Club seemed like the perfect place to do that (which turned out to be true). I signed up for the Performance Driving School, started Autocrossing, then teamed up with **Jack Miller** to help get the Club's Driver's Ed & Time Trial program cranked up. It's been a fun ride.

**DC: The PDS is such a great event. It sucked me in as well. In addition to DE & TT Chair what other positions have you served?**

**RB:** My first volunteer role was doing pre-registration for Autocross. The idea of preparing an envelope for each participant ahead of time to speed up check-in had just been implemented by my predecessor and was working well, but each envelope was handwritten. I decided to automate the process by having the computer produce a label for each envelope to make the pre-registration job faster. I handed over that job to another Club member once I started working on Time Trial events, though I've continued to help the AX registration team with automation tasks whenever possible.

**DC: Our club has a number of proprietary applications and software. The AX & TT: results, timing and digital notifications come to mind. What is the evolution of these SDR applications, what went into creating them and how are they maintained?**

**RB:** It all started with Time Trialing. For years, after every run group I'd hustle over to where the timing computer was located and print out results, then we'd have a volunteer runner go post them in a central location. It got pretty exhausting given that I was also driving in the events like everyone else. Once smartphones became common, my son Jacob had the idea of posting the results online instead of printing, and the concept was born. I created a web app, so no download was necessary, that allowed all



participants and their friends and families to monitor those results from anywhere as they were posted. We immediately got 5,000 hits for an event and knew it was a success. Next came the idea of text messaging participants with their lap times so that they didn't have to keep refreshing to see if results were posted. Then with the help of **Tom Brown**, who created the Club's custom timing software, we ported the technology over to AX. That gave rise to other ideas, such as the AX scanner that replaces the functionality of the transponders we use for TT, the ticker on the AX web app that shows recent and top times, enabling one-click sign-up on MotorsportReg for event results texting, etc. Ideas now come mostly from Club members who give suggestions for new features, which are much appreciated. We continue to add functionality and are working on building out automated maintenance capabilities so that registration and timing volunteers can maintain and operate the system more easily themselves.

**DC: Truly awesome. You guys have carried us far from the days of stop watches and loose leaf folders. What's your favorite part of the Club?**

**RB:** Anything involving performance driving. The social part is cool too, especially when it's combined with driving. I've been camping at the track since 2003, with more and more people joining in every year. Nowadays there's lots of group cooking and eating, and you'll usually find a pick-up band jamming one night at most events. The atmosphere that's taken shape at the tracks is a unique and very fun aspect of our Club.

**DC: Trackside camping is so much fun! Especially the jam sessions. How long have you been a drummer?**

**RB:** Not long, but since you've heard me play you already knew that.

**DC: Stop! Honestly you are really good.**

**RB:** Learning to play an instrument was on my bucket list, and someone needed to be the drummer in Guitar Hero, when my kids received it as a holiday gift in 2008. I smashed up the plastic toy set it comes with pretty quickly and tried to get a replacement unsuccessfully. I soon figured out that a real electronic drum kit would interface to the game, and set that up. Once I had that, I had the necessary hardware to get more serious and started taking lessons. Jack and I were in a band for a while, and we had the pleasure of playing at a couple of PCA social events. But alas, the band broke up so now I just jam when I can with

whoever wants to play.

**DC: If you could join any band, who would it be?**

**RB:** The Who has been my all-time favorite band since I was in high school, and since I did smash up a drum kit once, I think I'd fit in perfectly there. Now if only I could play 1/1,000<sup>th</sup> as well as Keith Moon or Zak Starkey, I'm sure they'd ask me to join.

**DC: I see you, like me, have a mature taste in music ;-) Speaking of excellent taste, Paul Young Sr. wants to know, what's the best bottle of wine in your cellar?**

**RB:** I'm not sure because I haven't tried it yet, but I'm lucky to have landed a magnum of each of the two vintages of Chimère, a Châteauneuf-du-Pape produced by a joint venture of Sine Qua Non and Clos Saint Jean.

**DC: I'm in! Ha-ha. What should we pair it with?**

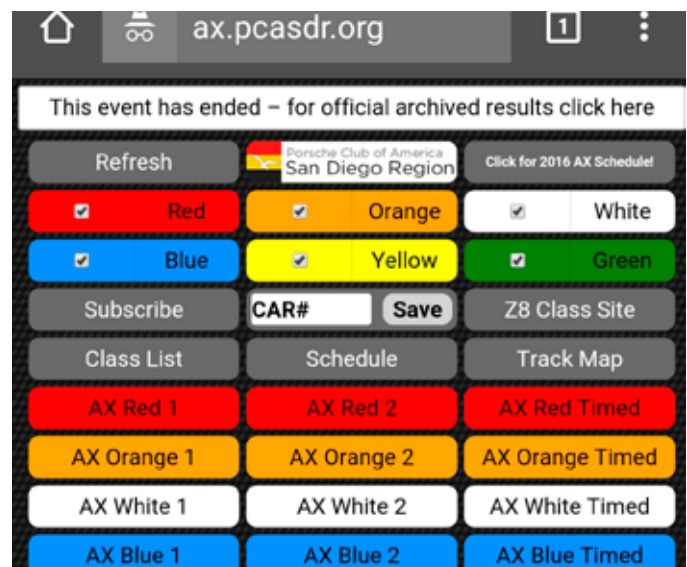
**RB:** One of the nice things about Châteauneuf is that it is very flexible with food. I'd still opt for a grilled prime steak, personally. Châteauneuf tends to be high in alcohol though, so give someone else the keys for the night.

**DC: So we've just driven the 'Ring and hear that the Who are playing a tribute show for John Entwistle (I wish!) How do you say "I love Rock and Roll" ....in German?**

**RB:** <http://bfy.tw/6PFS>

The LMGTFY is awesome! I gotta use it more often. Thanks for taking the time to chat. And from your SDR Family, we appreciate all you do!!

I stretched back and I hiccupped  
And looked back on my busy day.....





September 16 – 18<sup>th</sup>, 2016.

**ALL HANDS**, call for Volunteers for Porsche Club of America/San Diego Region – To assist in guest tent area set up at 1300hrs Friday 16th and with Direction & parking of cars on Sat 17<sup>th</sup> & Sun 18<sup>th</sup> both at 0715hrs.

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# July Board Meeting

**2016 Board - Call to Order at 7:24pm**

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

**Secretary:** Approval of June meeting minutes.

M/S/P. Rick Richardson reported one email vote, 6/28/16, set the price for the Sep PDS at \$475. M/S/P.

**Treasurer: Bruce Wing** submitted monthly report. M/S/P. Bruce provided a mid-year review of club finances to date. The club has spent \$180,819 this year to date on members and estimates a \$7345 net profit by end of year. **Dan Carusillo** thanked Bruce and Sara for creating and editing the Treasurer's Chair task statement.

**Old Business: Dan Carusillo** stated Zone 8 Rule Change Proposals closed on June 30<sup>th</sup>. Discussion ensued regarding the process for submitting rule change input. Members should submit formal comments per published procedures. Posting forum comments is not considered official feedback. The project to develop text blast protocol and moderator is progressing. PCA SDR won the National Website competition; congratulations to our amazing club webmaster, Greg Bartley. A "How to" link evaluation and interface testing being conducted by Greg Bartley. The board discussed November BOD meeting location at Frank and Vicky Powell's house. M/S/P.

**Social: Victoria Varon** submitted a report that the club had 37 paid out of 47 budgeted for the movie night. The progressive dinner was a huge success with 80 out of 80 paid and attending. All other events are on track. The Ramona wine tasting event is halfway sold out so members should buy tickets if they are interested. Planning continues for the cruise, Tapas, wine and chocolate, Halloween progressive dinner, with all locations already confirmed including the mystery weekend in November. The board discussed hosting the 2017 winter formal and board installation dinner at the Hotel Del Coronado or other alternative hotels considering accessibility, guests,

keynote speakers and price. Discussion ensued that doing so would require an additional subsidy. The board discussed previous years of larger subsidies. The intent of the board is for the 60<sup>th</sup> anniversary committee to investigate the range of options, including high-cost venues, and provide proposals for future board consideration.

**60<sup>th</sup> Anniversary Committee: Dan Carusillo** announced Chair Tom Brown and Vice Chair Karen Garcia Raines and committee members. The intent of the board is for the 60<sup>th</sup> anniversary committee to investigate the range of options for 60<sup>th</sup> Anniversary winter formals, including various venues, and provide proposals for future board consideration.

**Legal: Dan Carusillo** reported that legal counsel **Jim Ryan** suggests adding image-use clause to universal event waiver. Discussion ensued regarding image-use and PCASDR events including liability and marketing. Dan asked members to think about this potential clause and discuss at future board meeting.

**Tours: Keith Verlaque** discussed feedback from recent tours and discussed updating future tour policy to increase the enjoyment and safety of members and citizens.

**Nominating Committee: Dan Carusillo** announced Nominating Committee Chair Jon Straub, and Members Bruce Wing and Mark Rondeau. Portfolios and bios should be included in the September issue of the Windblown Witness.

**Safety: Dan Carusillo** reported on behalf of Mark Rondeau regarding safety of AX design and layout. **Dan Carusillo** reviewed Qualcomm noise policy including setup days and asked for input regarding driving safety at events. PCA insurance covers setup to protect the Region.

**Insurance:** July insurance is up to date. **Dan Carusillo** will get August Rally locations for Cathy.

**Club Race: Bruce Wing** shared Willow Springs International Raceway reconciliation.



**QCDI: Chris Riordan** provide an update on Performance Driving School (PDS), September 23-25, registration fee is \$475. Discussion ensued regarding rewarding volunteers for PDS. The board requests that CDIs provide a budget for volunteer recognition at a future board meeting. **Keith Verlaque** asked members to help spread the word about the PDS via all venues.

**Membership: Gisele Gonzales** report that as of July 1, 2016, the club had 1604 primary members and 999 affiliate members for a total of 2603 members. 23 new primary members have joined. Renewal rate is 72% for this month compared to 69% in 2015. Gisele discussed plans to reach out to members to promote renewal and sustain enthusiasm and spirit.

**Goodie Store: Dan Carusillo** reported that **Bob Hallett** is working with 60<sup>th</sup> Committee. Proof of grill badges expected this month.

**Autocross: Mark Curran** provided Zone 8 Autocross reconciliation for 6/12/16: 115 drivers. The next PCASDR autocross events are July 17<sup>th</sup> and August 7<sup>th</sup>. The August 28<sup>th</sup> event is a Zone 8 autocross. **Dan Carusillo** asked for input regarding autocross concerns and discussed member feedback and that autocross will be tweaked based on feedback. Discussion ensued regarding track design, track walks and parade laps, available time, and accommodating differing needs for different experience levels, including the idea of splitting track walks into different groups. **Jim Binford** noted that drivers learn by different ways of instruction. Discussion ensued regarding the perceived advantage of drivers setting up the track and fairness. Dan Carusillo requested members continue to respect the spirit of Qualcomm limitations, autocross rules, and discussion amongst members. Mark Curran will host a meeting of the autocross team on July 31<sup>st</sup> to discuss the next six months of autocross.

**Charity: Carmen Richardson** reported Monarch dinner was a universal success and thanked volunteers for their support. The next Monarch school dinner is scheduled for October 28<sup>th</sup>. The Charity Committee requests approval for December 18<sup>th</sup> Breakfast and toy delivery to Rady's chil-

dren hospital. M/S/P. Dan Carusillo will follow up on national subsidy.

**Military Liaison: Rick Richardson** reported a successful Eastlake car show with approximately 27 cars.

**Vice President: Karen Garcia Raines** provided an update on E-vote Committee review and stated that right now, the Region and the technology do not align. Discussion ensued about scheduling a future social event in conjunction with member voting. The Policy Chair will be consulted.

**Concours: Sara Gengler** reported Cara-Lynn Greco & Bob Schweizer will be Concours Co-Chairs.

**No Report Submitted: Rally:** Craig, **Webmaster:** Greg, **E Master:** Bev, **Historian:** John, **Witness Billing:** Tom, **Forum:** Steve G, **Archivist & Policy:** Tom Brown, **Witness Editor:** Greg, **Volunteer:** Sara, **Driver's Awards:** Katina & Tami, **DE/TT:** Robert & Jack, **Speed Fest:** Katie & John, **Military:** Rick, **Equipment:** Keith R. **Tech Session:** Jim & Ulrick, **WW:** Greg, **Social Media:** Marc

**President/ New business: Dan Carusillo** proposed an August 13<sup>th</sup> consignment event in conjunction with Krispy Kreme event. M/S/P. The club endorses the Encinitas Cruise night Thursday August 3<sup>rd</sup>. M/S/P.

**Announcements:** *THANK YOU to Dan and Katina for hosting.*

**Adjournment: 9:17pm**

**Next Meeting:**

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# August 2016- September 2016

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## 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 - register on Morotesportreg

---

## 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 Tech Session

**Time:** Starts at 10:00AM-12:00PM.

**Place:** Rancho Santa Fe Autos  
(Porsche Consignment)  
16077 San Dieguito Rd #3341, Rancho Santa Fe CA 92067

**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 14 Sunday Casino Gimmick Rally

**Time:** Starts at 8:30AM.

**Place:** Rancho San Diego Town Center at the intersection of state routes 54 and 94 (Jamacha Rd.)

**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.

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## August 18 Thursday Encinitas Classic Car Cruise Night

**Time:** Starts at 4:00PM.-7:00PM

**Place:** 751 2nd Street, Encinitas, CA  
92024, (760) 753-4969

**Details:** Join PCA-SDR members when classic and vintage cars will line S. Coast Highway 101 from D Street to J Street. These beauties will be parked in dedicated lots, along the Hwy 101 and on side streets. We will be at Charlie's Foreign Car Service for a Porsche only Corral in the heart of the Encinitas Cruise Classic.

---

## 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:** 204 E Via Rancho Pkwy, Escondido, CA, 92025

**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 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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## August 30 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

---

## Sept 4 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.

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## Sept 7 Wednesday Board & Member Meeting

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

**Place:** (Clubhouse at Riordan home) 6780 Camino de Amigos, Carlsbad 92009, 760-274-5919

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

---

## Sept 11 Saturday Tapa & Chocolates

**Time:** starts at 5:00PM-8:00PM

**Place:** 789 W Harbor Dr, San Diego, CA 92101

**Details:** The cost is \$85 per person. This includes an educational experience with chocolatier owner Isabella of Dallmann Confections, tapas tasting, wine pairing, chocolate tasting, an educational experience with Sommelier Jayson Knack... AND the company of like minded Porsche enthusiasts. Dallmann is located at Seaport Village at the newly renovated "Headquarters," formerly the old police station in San Diego.



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## Sept 17-18 Wkend Coronado Speed Festival - North Island

**Time:** starts at 8:00AM-5:00PM

**Place:** 281 Murray Road, San Diego, CA, 92135

**Details:** Coronado Speed Festival - North Island (sponsored by Porsche of San Diego) September 17 and 18, 2016, 8:00 a.m. to 5 p.m. or until last race. Gates open at 8am. Fleet Week San Diego honors and celebrates the men and women of the military through public events that entertain and create alliances that thank and support these heroes. Visit the PCA-SDR Hospitality Tent. Sponsored by Porsche of San Diego. To receive a free Porsche-Only Corral parking pass for your Porsche, please send a self-addressed and stamped business-size envelope to: Porsche Parking Pass, 3543 Princeton Avenue, San Diego, CA 92117. For more information, contact John Bell at porhist@aol.com. Note: one Corral pass is good for one car for both days..

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## Sept 23-25 Wkend SDR Performance Driving School

**Place:** Qualcomm Stadium - West Lot

**Details:** This three-day school (Friday evening, Saturday and Sunday) is your opportunity to

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- Learn the capabilities of your Porsche in a controlled environment with the guidance of experienced instructors.
- Add to your Porsche driving enjoyment with significantly improved road skills.

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We all have our wheelhouse of trivia. I know a guy who can name any '80s top-20 hit and the band that made it famous in under 20 seconds, another who can explain the relationship of every major Star Wars character throughout each episode, and a Muggle daughter who tells me she would whip me up a batch of Felix Felicis before autocross timed runs, but by definition she is incapable. Which, as I write this, makes me think maybe I need some slightly less dorky friends...

But the point I was trying to establish here is that air-cooled 911s are my trivia wheelhouse.

This article's whole premise started with a conversation I had with our Windblown Witness editor Greg Phillips in 2014 during Porsche's 60<sup>th</sup> anniversary celebration for the 911.

There was a popular press release out at that time about the history of the 911 and all its generations. So Greg asked me "how many different 911s do you think there are?" He clearly knew this was going to get me riled up as I started counting the 911 chassis variations, and he blurted out that there were 7 generations from the first prototype until the launch of the 991; and only 4 generations of air-cooled 911s:

- Early long hood cars to 73 models.
- Short hood cars until 89 models.

- 964 Modern Classic.
- 993 Last of the air-cooled cars.

Well, I don't know about the definition of "Generations," but I do know that Porsche has a series/program list of all the chassis as they change through the years.

Porsche clearly had no idea how long 911 productions would run, as there is great inconsistency in changing from series to program and numbers to letters.

But what I am going to do here is show you how to walk around a locked, parked air-cooled 911 and tell exactly what year it is, with a few notable exceptions. (For an unchanged US model car, that is.)

Let's get started with a few terms first so we are all talking the same language. Knowing these will help us determine the year of the car.

- **Long hood cars.** These are the earliest cars where the front of the hood curves all the way down the bumper. These were produced through the end of the 1973 model year.
- **Short hood cars.** These cars have taller/larger impact bumpers so the hood had to be made flatter and shorter; these are 1974-1989 model year cars.

- **Short wheelbase cars (SWB).** These cars were the original production cars up through 1968.
- **Long wheelbase cars (LWB).** These cars started in 1969 and had the rear axle moved back 57mm (2.24 in) to reduce that pesky oversteer issue.
- **901/915/G50 cars.** These are the different transmission models as the series progressed that play a role in determining the year.

Porsche didn't ever change a car completely for only one year but would change one or multiple features about that car in series, so we can tell what year the car is just by looking at it.

Let's get started in the beginning...

#### ***Long hood, short wheelbase cars:***

0 (Zero) series cars run from 1964 to 1967 and have only subtle exterior differences. These are long hood, short wheelbase cars. You can tell these cars from the script on the rear deck lid, door handles and gauges. 1964 cars, which you will probably never see, have a narrower PORSCHE on the back and no 911 script on the deck lid or dash. These cars also have no rocker panel trim.

All of these zero series cars have very narrow door handles with thumb-activated, push button opening. The gauges have signature green numbers with black faces, and the trim strip at radio height is all wooden on 65 cars, wooden with aluminum trim on '66 cars, and all aluminum on 67/68 cars, except for the "S" model, which has basket-weave vinyl with aluminum trim for the first time.

1965 911's are the first to have a 911 badge on them, and they are located on the lower right corner of the deck lid and angled. The shift boot is very small and leather. Window cranks are all chrome with no center black plastic insert.

1966 models look very similar to 1965 except the leather shift boot is now a rubber accordion type. The clues to a '65 911 are all about counting the screws—4 screws holding on the front horn grilles, and 6 screws holding down the leading edge of the dash pad next to the windshield.

1967 models have different window cranks that have black coverings, unlike the open all chrome

units used previously. And if it's a targa and a 0 (Zero) chassis it is a '67.

If you run across what you think is a Zero series car but it has black gauges with white lettering and bulky square door handles with push button activation it is actually an "A" series car. A lot of people think "A" series cars are all short wheel base cars but actually only 1968 cars are really "A" series cars.

These cars will also have very square looking 911 badges on them centered on the deck lid, and only 911 and 911L models were available in the US. 911T and 911S models were only available in Europe due to emissions regulations. The dead giveaway for a 1968 car is the tacked on front and rear side marker lights, not very aesthetically pleasing so many have been removed. 1968 also marks a change in wiper arms—'67 and earlier park right and are silver; '68 and later are black and park left. And if it is a short wheel base car and says "SPORTOMATIC" across the back it is a 1968. But good luck finding one of those!

#### ***Long hood, long wheelbase cars:***

1969 models changed hugely with the introduction of the "B" series cars. These were the first of the long wheelbase cars and could be determined by the distance of the rear torsion bar plug in the body just in front of the rear wheel opening. If the plug is all the way back it is a SWB car, if there is a 2-inch space it is a LWB car. LWB cars also have a slight fender flare compared to the earlier cars. (Flare may be a generous description; lip is more like it.)

Additional clues you are looking at "B" series car are that the aluminum trim on the dash of the '68 has been replaced with a vinyl strip on the '69. This is also the first time the infamously confusing triple horizontal vent levers appeared on the dash just left of the radio.

So you find a car that looks just like a "B" series 1969 car but it has smooth chrome door handles that have no thumb button but a finger trigger underneath. What you have found is a 1970 "C" or 1971 "D" series car. These cars originally had a 2.2L engine sticker in the rear window but many are gone now.



So 70 or 71 you ask? There is one quick visual clue between 70 and 71 model cars and one that takes a little more looking.

1970 cars received new smooth door handles with finger triggers under the handle (no thumb button as previous models had). These originally had horizontal key slots in the handle for 1970. In 1971 and later they became vertical key slots to match the ignition.

So what about a car with a vertical slot in the driver's door and a horizontal slot in the passenger side? No this is not a 1970 ½ car. The driver's door locks are used 100 times more often than the passenger side, so when they get replaced it is with a later door handle. Original horizontal handles are virtually impossible to find used and nonexistent new.

The second clue is on the glove box. 1970 cars have a flush lock with pull lip on the top edge and 1971 and later cars have a rotary knob with a locking key in the center.

So you find another 911 and it looks like a 70/71 car but something looks a little different. First of all, the drivers outside mirror is rectangular instead of round, like all the previous cars we have examined. These changes along with a 2.4L engine sticker on the rear window mean it is a 1972 "E" or 1973 "F" series car.

If it also has what looks like a gas door in the right rear fender just like the one in the left front fender, you have discovered a 1972 "E" series car. No gas door? Then it is a 1973 "F" series car. Some other clues that it is definitely a 1973 model is if it has slightly pointed black rubber bumper guards. Not all 73's have these rubber bumper guards but most do, with the notable exception of early production cars. Also the engine lid grill and horn grills are now black instead of brushed aluminum, and the dash trim is grained leather instead of basket-weave vinyl with no model insignia.

BTW—that is no gas door in the rear on the '72; that's an engine oil door. The oil tank was moved in front of the right rear wheel from its original location behind the right rear wheel to improve rear weight distribution. But interior heat trans-

fer, sloshing oil noise, and the fact that people kept mistakenly putting gas in there quickly put an end to that design until some 17 years later, when it was brought back in the 1989 964 Carrera-4.

The E/F series cars are the first time we are going to see a major transmission change. Starting in 1972, Porsche introduced a newer stronger transmission, the 915. This transmission was derived from the ultra-successful 908 racecars.

But I said visual clues; and you can't see a transmission walking around a parked car, that is for sure! You can't see the transmission but you can see the shifter. Each change in transmission was accompanied by a change in shift pattern which appears on the top of the shift knob.

Cars up through 1971 used the classic 901 transmission with a shift pattern featuring reverse up and to the left, with a dog-legged 1<sup>st</sup> down and to the left, as opposed to the 1972 model cars with reverse down and to the right. 1972 and later cars also have retractable seat belt reels. They will be short and tight, while earlier cars will be kind of draped across the seat.

Another clue is 901 units have a very small rubber shifter boot the size of a Dixie cup. 915 shifters have a much larger shift tower with reverse lock-out that is the size of a 1-pound coffee can under the rubber accordion shaped rubber boot. The exception to the rule is in the 1972 911 that has the smaller, reversed 901-style shifter and 915 transmission shift pattern. But there is no getting around that telltale oil door in the right rear fender!

#### **Short hood cars:**

The next change that was made to the 911 series was huge and very controversial at the time, and lingers even today in the resale values of these cars compared to earlier long hood cars. Impact bumpers were introduced as a safety feature so the cars could survive a 5-mph impact with no damage.

The first run of these short hood cars were produced from model year 1974-1977. Visually, they have the same fender shape as earlier cars with the larger impact bumpers, but the other big visual clue is the one-piece, high-back seats (no detachable head rest).

1974 "G" series cars can be easily distinguished from all other years by their half-sized rear bumper guards, 3.5 inches wide instead of 7-inches. (Don't be fooled by European delivery cars up to '89 which all have these narrow bumper guards.)

1975 "H" series cars have wide 7-inch bumper guards but have the same small 911 script on the rear deck lid as the earlier cars. This is the last year for the rectangular brushed stainless outside mirror.

1976 "J" series cars look the same as earlier models with two simple exceptions. The outside rear view mirror is now a larger, body-colored unit, and the 911S badge on the rear deck lid is much larger and fatter script (no spacing between the lettering). If the car is equipped with headlight washers, they are the large stick up version until 1979.

*(Were you paying attention?)*

Did you notice we went from H to J series cars? That is because there is no "I" in team or Porsche. This is to avoid confusion between I and 1; just like in VIN designation.

Also did you notice I said 911S instead of 911 on the deck lid? That is because the 911S became the base model for the US market in 1976. There was no longer any US standard base model 911.

1977 "K" series 911S cars looked virtually the same as the previous year with a few simple visual exceptions. They now have a center dashboard vent for the optional factory installed air conditioning, or for fresh air with non-A/C equipped cars. Another subtle clue is the change in the oil temperature gauge. Previously oil gauges stopped at 300 degrees and after '77 model year they stop at 340 degrees.

#### ***The Carrera Factor:***

1974 was the first year for a US spec 911 carrying the Carrera badge. The original 1973 Carrera-RS was a European market only model. 1974 Carreras had a ducktail rear spoiler like the original Carrera-RS, and 1975-1977 models had a larger Carrera tail similar to what we see on late '80s cars.

The biggest visual change in these Carrera

badged cars was the wider rear fenders to accommodate the larger 7-inch rear wheels or the even cooler, optional 7 and 8 inch wheels. These look almost identical to what was found on 1978 and later 911SC cars.

Speaking of 911SC's, 1978 brought about huge changes for the L-series 911 line up with the 911SC's 3-Liter engine, wider rear fenders, and increasingly larger standard option list. Of course there is always that huge giveaway 911SC logo on the rear deck lid.

911SC's ran from 1978-1983 and have small visual clues between them.

They will usually have a center console because factory installed air conditioning was now offered, and the fan and temperature switches went there.

They will have factory fog lights, which are very rectangular units with black housings bolted to the front valance. (84 and later are recessed into the valance.)

1978 models will have brushed aluminum window frames; all later years are black.

If it has electric windows with all black switches it is a 1978 or later car.

1979 (M-series) and earlier cars that have headlight washers are the huge, stick-up kind that look like a little periscope. The 1980 SC headlight washers are flush with the bumper and quite small by comparison.

'77-'79 cars also have a different center dash vent. These cars have tightly spaced horizontal vent louvers, while '80 and later cars have loosely spaced vertical vent louvers.

1980 and later cars all have power windows and air-conditioning. 1980-1982 cars are very difficult to tell apart. Generally speaking, all of these cars had the silly 85 MPH maximum speedometers. '78-'79 had 150 MPH units and 1983 and later cars have 160 MPH units.

To visually separate the '80-'82 cars, you must use the VIN code explained at the end of this article. The mechanical differences can't be seen walking around the car.

1983 was the first year for a cabriolet, so if it is a convertible, says 911SC on the back, and has bolt on fog lights up front, it is an '83.

**The 1980 model code switch-a roo!** Up until now we have just increased a letter of the alphabet each year of production. Well, things changed in 1980 as VIN's were required to indicate year, so in 1981 they had to go from 10 digits to 17 for required additional information.

In 1980 they switched from "Series" to "Program" and 1980 cars became "A-Program" cars. This is how chassis type and VINs transitioned:

1979 M-series VIN-9119300001

1980 A-Program VIN-91A0130001

1981 B-Program VIN-WP0AA091CBS120001

Now the 10<sup>th</sup> space would indicate year.

(See VIN explanation below.)

The 1984-1989 3.2L Carrera was another substantial change in the 911 line up. With engine stroke increased to obtain the new 3.2L displacement, and new Bosch Motronic fuel injection, this car was a game-changer. Visually, the biggest change was the recessed front fog lights, other than the huge "Carrera" on the rear deck lid where 911SC used to be. 1984 "E-program" cars are essentially 1983 cars with different fog lights and engine. A big tell-tale of an 84 Carrera from an 85 is manual seats with small seat rails and 6mm mounting bolts, and a 3-spoke steering wheel from the 911SC. 1985 "F-Program" cars will have an electric driver's side seat with a 4-spoke steering wheel. Earlier seats used to have a round adjusting knobs at the seat back pivot, but now adjust with levers at the front of the seat.

1986 "G-Program" cars are easy to tell apart from all other model years as they have a new, larger, center dash vent and a 915 shifter, the only year with this combination.

1987 "H-Program" cars are the first year of the G50 cars, with the latest and easiest shifting transmission to date. To tell a G50 transmission car from an earlier 915 car you can look inside or outside. On the inside you will find a taller shifter with a standard 5-speed H pattern and reverse left and up in a mirror position to the 5<sup>th</sup> gear spot.

Outside look at the rear torsion bar cover just in front of the rear wheel opening. You will see that

it peeks out above the lower rocker panel. If it is just a sliver that peeks out about ½ inch it is a 915 car. If it is about 1/3 of a circle that pops up about an inch and a half or better, it is a G50 car.

The rear reflector between the tail lights on 1987 cars changed also. It used to say PORSCHE in black letters up through 1986, and as of 1987 it is more of a clear script.

So how to tell 87-89 cars apart? That's not as easy as it might seem. The easy answer is to look at the 10<sup>th</sup> space of the VIN through the windshield. 87-H, 88-J, 89-K. (Remember, no "I" cars again)

But here are a few other clues about special models:

The 911 Club sport was a stripped down 88/89 model. (Club Sport decal on the left front fender.)

The 1988 250,000<sup>th</sup> commemorative edition was Diamond Blue metallic with color matching Fuchs wheels and Ferry Porsche' signature in the headrest of the seats.

1989 silver anniversary cars are silver or black with silk-gray leather seats and Carrera tail. They had an optional oversized center console w/ temperature gauge and multi cassette holder. (Cassettes are like little rectangular music CDs.)

1989 Speedsters had a cut down windshield and turbo body.

But the most interesting thing about 911's in 1989 is that there were two completely different versions. This year was the last of the 3.2L Carrera's and the very first year for the Carrera-4, the first of the 964-based cars.

But we must save something for next time, when we examine 964s, "The modern Classic," and 993s, "The last of the air-cooled cars."

### **VIN (Vehicle Identification Number) clues:**

All US model 911's from 1969 on have a VIN number plate on the inside of the windshield low on the driver's side. The first three or four numbers tell you the model and year of the car.

Before 1970, the first two digits are the model (11 for 911 or 12 for 912), while the third digit is



the year. Thus, 11900343 is a 1969 911T.

From 1970 to 1979, the first three digits tell the model (911, 912 or 930 for turbos), the fourth digit tells the year, so 9117212747 would be a 1977 911S Targa.

1980 is the weird one—still with 10 digits, but an interim sequence before starting the mandated 17-digit VIN for 1981. The first two digits designate model (91 for 911 and 93 for 930/Turbo) the third place designates the year, starting with 1980 equaling the start of the alphabet, A. So 91A0144272 is a 1980 US model coupe.

From 1981 on, all cars sold in the US had to have a standardized 17-digit VIN. The program year is designated by the 10th digit. WPOAA091CBS121573 is a 1981 US model 911 coupe. B=1981, C=1982, D=1983, and so on.

You might have noticed that there are no pictures in this article. Pictures would have made understanding the difference in door handles and dash features much easier, but it would have literally consumed the entire magazine. So I have posted the entire article to my website with accompanying photographs. Just click the link or QR code below and follow along on your smart phone. The best part is you can bookmark it and play the trivia game at the next SDR concours with the sea of different year Porsche 911s. Everyone will think you are an expert!

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# Hybrid Autocross



Text & Photos by Greg Phillips

Since it is still a long way until the next track event at Chuckwalla in October, I will have to rely on the Q autocrosses to try and keep my appetite whetted. I missed the June event with Parade, so the July event was my next opportunity. The day before I put on a new set of Kumho V720 tires for the 968 and set my alarm for an early wake up to make it to tech inspection. Up early while it was still cool and off to the Q. Stopped under the trolley tracks for some shade and unloaded the 968 and headed for tech. Unfortunately my magnetic numbers were bent and so I ended up in lane 4 to put on numbers while waiting for tech. I was not the only track junkie as Roland Schmidt was also in line for tech. But he was just testing before heading off to Laguna Seca for the next club race later in July.

After tech I finished prepping the car, set up the Kehan video camera and then took a walk around the pits to catch up with the latest stories, like Mike Avitt with a new Shelby GT350 Mustang. And seeing the Ibbetsons were both here with their 968 and the Rayners had brought their 968 it was a regular convention with 3 at one event, compared to the common GT3's with 5.

Since I was instructing I did not put my car in the parade lap grid, expecting I would ride with my student. Soon it was time for the drivers meeting, but after the usual safety lectures President Dan Carusillo had a different announcement. He complimented Jerry Bumpus for his service to the autocross team and Jerry mentioned that he could use a better car. Dan had the cure, since Jerry had won the PCA national raffle and could choose from a Cayman, Macan or \$80,000 in cash. Congratulations Jerry and problem solved for a better autocross car.

After that it was a little anti-climactic but they





still had to announce the student and instructor pairings. My student was Peter Zarcades who had brought his daily driver, a 2015 50<sup>th</sup> Anniversary 911 with the plaid interior. He said it had been many years since he had last autocrossed in the 70's, but it looked like something fun to do with his new car.

So we climbed into his car for the parade/reconnaissance laps. The debate rages whether to have track walks or parade laps. I personally prefer the track walk, as I feel I get more information.

We were able to take several parade laps, but they were all at relatively slow speed and following a line of cars.

After the parade laps we had a short break before I was up in the White group. The first lap was to warm up the tires and see where the track was really going.

The track was hybrid with areas of continuous cones and other areas where there were open spaces and boxes to drive around and through. It started with quick left turn and then a right turn just after shifting into 2<sup>nd</sup> gear and then accelerating down a short coned section into a slalom section. After the slalom were 2 boxed chicanes (D&E on track map) and then finding your way back into a coned section

with a quick right and then braking into an off-camber sweeping left (G) that took you back up the hill and into another box (H) with a tight left and then into a coned area with a tight chicane (I) before making you slow down and turn up the hill (J). This seemed to be the slowest section of the course. It seemed I could either go into fast and understeer off into the cones, or if I slowed enough to not understeer into the cones, I was lugging in 2<sup>nd</sup> gear up the hill! Frustrating

as this was a fast section to accelerate across the top of the lot and then a quick left into a set of fast downhill esses (L,M,N) that led into the far corner of the Q.

This was another area I had visual problems with. They had placed a yellow cone that was apparently a track out marker on my right side, but I kept thinking it was an apex cone to be taken on my left side. Even in timed runs I still had to remind myself. At the end of the esses was a wide hairpin (O) with hard braking and then accelerating

out before leaving the coned section and looking for a box (Q) up the hill and taking a left around that and then back down the hill to take a right around the next box (R). After this was a coned straight section across the swale. This was the fastest section and I was into 3<sup>rd</sup> gear here before braking into another box (S), shifting to 2<sup>nd</sup> and then turning left down the hill and into another box (T) for a right hander and then into a coned section for left and then another open section before entering the final coned section. This was a fast combination (V,W,X) that brought you into the timing lights as you accelerated through.

The second lap went better as the tires were

warmer and I had a better idea where I was going. But Peter had enough as a passenger as his stomach was not happy with all of the transitions. So I let him out before finishing the rest of my practice laps. The rest of the practice laps went well although I did get a little loose trying to carry too much speed through the chicanes and may have hit a cone or 2.

After my session it was time to head out in Peter's 991. Since this was his first run in many





years we started slowly and it took a lot of pointing for the first lap as he was lost in the sea of cones. The next lap was better but he was still having problems and went off track in the chicane near E4 again. When he felt comfortable where the track was going he did well and the 911 accelerated briskly through the cones but then he would be tentative as he looked for the next set of cones. The next 2 laps continued to improve but he was still going off-track at the E4 chicane, surprisingly this was a coned section, but each time he made the right his eyes were drawn to a gap in the cones and he would go into it and off course. The last lap was his best as we tried an early warning system before the chicane and he made it through without going off track. We only had a short break of two run groups before I was back up in White. Peter was resting his stomach so I was solo. I was pushing a little too hard on the cold tires but made it through without too much carnage on the first lap. Jerry Bumpus was the starter and mentioned he did not need any more friends. Second lap I overcooked the chicane at E4 and hit a cone and then tried going into 3<sup>rd</sup> gear coming down through the esses. It worked OK until the last corner and I was flying and took out another couple of cones. The rest of the lap was clean but I did have some oversteer coming out of the boxes. The 3<sup>rd</sup> lap started well and I made it all the way to the last of the esses and then got the cones using 3<sup>rd</sup> gear. The rest of the lap went well and seemed faster but the timing scanner was not working and I did not get a report on my time. The 4<sup>th</sup> lap went well and I did not take out any cones in the esses, but that was because Gary Burch in front of me had already taken them out.

The rest of the lap was uneventful although the last corners before the timing lights was a bit of a tank-slapper. The last lap was clean and I even slowed enough through the esses to not hit any cones.

Peter was up next in Green and we were still playing rally navigator to help him look ahead and find the next section. He did miss the chicane on his first lap but made it through on the rest! A new wrinkle was a yellow cone that was in the end of the straight after the swale. This was new and distracting him as he was not sure what the cone was for and where he needed to go. I thought it was a cone that another driver had picked up and dropped and the corner workers needed to remove it. I tried yelling and pointing to no avail and was later informed that it was added because the pavement was breaking up and to keep drivers off that area. It was effectively a 1 cone slalom and you could go on either side. Looking back at my video it had been there during my session but I had ignored it completely, but it was distracting to my new student. I also learned that I could not get too far ahead in my instructions lest we end up following only the most recent direction, which is how we ended up missing a box on one lap. But he continued to improve though the session and his last lap was his best.

Now I had just a short break to grab a TJ dog from the lunch wagon before they were calling my student out to corner work. We ended up at corner 6 near the D3 light pole. This allowed him to get a good look at much of the track and especially the chicane he was having problems with. It was not too busy a section; usually people were hitting the apex cone at the start of the esses. He shagged a few cones and I took a few pictures and the sessions went well although it was warm in the mid-day. When the corner working truck came to pick us up I was happy to get a ride back to the pits. But as we were nearing the last corners it dawned on me why Bill Ibbetson was in the truck going out; it was time for White to corner work. So I reminded Andrew Raines it was my turn and he put me out to help Julieann Billings-Riordan in the initial slalom section for timed runs. But first we had to wait



while they reconfigure the track due to pavement problems. The red made their first laps and there were timing issues and another wait to get the timing back online and then for them to complete their timed laps. The next 2 groups went well and there were no major delays for Blue or Yellow and soon they were changing corner workers and I was able to walk back to the pits.

Peter would have been up first but when I was looking for him his pit area was clear and he had decided to skip his timed laps. This gave me a little more time but then they were calling White to the pre-grid. Since my car had been sitting for several hours I did not wait too long and headed into the pre-grid to allow it to warm up. Unfortunately they were optimistic in their projections and it was a long wait, made even longer when they decided to hold our group while they waited for reruns from the previous group. The track was empty while they ran a single car around and then back out again before releasing the final group to the grid. Since we no longer have practice laps, it makes no sense to finish a previous group before starting the next group. All of the laps count and they can just get in line with the next group to finish their reruns if needed.

But after the wait now was my turn for timed laps. The first lap I was on cold tires (although the engine was warm) and I tried to take it easy and stay clean. It worked but it was only a 1:39.40. The next lap I pushed too hard after the first slalom and did not make it through the "D" chicane and took out a cone on the exit. After a pause to reflect I then went back to try and learn from the rest of the lap and stayed clean the rest of the way. The 3<sup>rd</sup> lap started well and I carried good speed through the slalom and chicanes. The off-camber turn went well and I did not bog too much at "J" and carried good speed down the esses without too much. The Straight went well and then the final wiggle before the timing lights and I had turned a 1:36.36. My final lap started well and it felt as fast as the previous run until I over-rotated through the "Q" box and lost momentum and the last lap was not as fast.

The battle of the 968's did not turn out. The Rayner's had corded their RE71R tires and ended up driving an X-car for the rest of the day. The Ib-

betson's CC07 968 took top honors as Bill turned a 1:32.20 and Tami chicked me with at 1:34.89. I ended up 3<sup>rd</sup> in CC06 behind Mark Curran's 1:31.40 and George Copelin's 1:35.97. It was not the same as the big tracks, but still a fun way to spend the day.

The TTOD went to Tom Tweed's CC15 GT3 at 1:27.61, and he was followed by Jack Brennan's CC10 Cayman GTS at 1:28.34 and then mark Rondeau in his CC07 911SC at 1:29.17 and also top BRI. Next was Andy Galecki's SS07 911S at 1:29.29 with Mike Avitt's SS09 GT3 at 1:30.59 and then Terry Barnum's CC07 911 at 1:30.64, just nipping Brian Van Noy's CC13 GT3 at 1:30.65



and Christopher Riordan's CC11 996 at 1:30.67 and then Bob Rychlik's SS06 997 at 1:30.70 and finally Chris Englih's SS04 Cayman S at 1:30.98. Yes, places 5 through ten were separated by 0.39 seconds!

For full results you can go to the website at [pcasdr.org](http://pcasdr.org) and look for the archived autocross results. Start planning as there will be 2 autocrosses in August, on the 7<sup>th</sup> and then again with Zone 8 on the 28<sup>th</sup>. Start making your plans.





# Autocross 07-17-16







## Monarch School Dinner

Lori Chesley, Mark Fryer, Melissa Bolthouse, Andrew Raines, Karen Garcia-Raines, Mary Ann Blumer, Bruce Blumer, Bev Gould, Tom Gould, Angel Avitt, Carmen Richardson,  
Not Pictured Keith Verlaque and Malcom Jarvis

The Monarch School Dinner is a PCA-SDR tradition. On June 24, a group of wonderful PCA-SDR volunteers hosted and served a catered meal from KFC with all the sides and dessert for the entire student population, families and staff. The bonus of the day – it was graduation! We had enough food to serve all the families who attended with a second or third trip through the line, as well enough food for the school’s weekend activities (soccer games, etc.).

The Monarch School is located in Barrio Logan neighborhood of San Diego. This school holds a special place with PCA-SDR. The K-12 public school serves extraordinary students who are impacted by homelessness, or whose family is at severe risk for homelessness. It is the only public school like it in the United States. The dedicated teachers and staff work a year-round schedule to meet the educational, mental, social and emotional needs of these very deserving students and their families.



Through the generosity of PCA-SDR, we budget for two catered meals a year. In addition, we also sponsor a sock and underwear drive. What fun to see bags and bags of donations spilling out of cars filled with necessities as well as some items on the Monarch wish list, such as basic toiletries for students and their families.

Thank you to Lori Chesley and her team of volunteers: Mark Fryer, Melissa Bolthouse, Andrew Raines, Karen-Garcia Raines, Mary Ann Blumer, Bruce Blumer, Bev Gould, Tom Gould Angela Avitt, Keith Verlaque, Malcom Jarvis and Carmen Richardson. A special thank you to Katie Bradel, Volunteer Coordinator at the Monarch School for helping make the day possible.

Save the date and book your reservation now! The next PCA-SDR Monarch School Dinner is scheduled for October 28, 2016.

**by Carmen Richardson**





# Porsche Parade Autocross





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Progressive  
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# Progressive Dinner 06-18-16

## The Eisler Home Main Course



Photos by Ted Witte



# Progressive Dinner 06-18-16



# The Tierneys Home Dessert





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Greg Phillips, Editor

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