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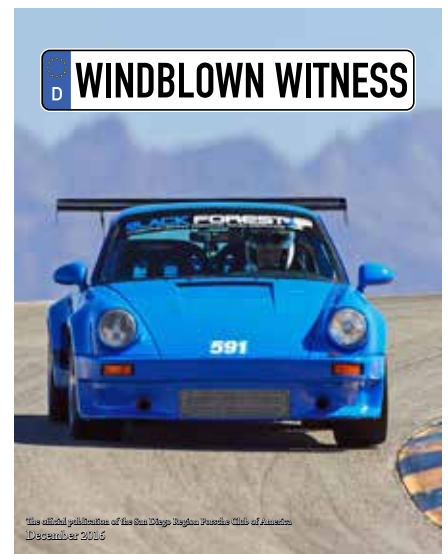
# Features and Pictures



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The Smurf at Chuckwalla by CaliPhoto

# WINDBLOWN WITNESS

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<u>Pre-registration</u> Martha McGowan	Matt Sparks	<u>CDI/DE Schools</u> Jim Abbott	<u>Tech Advisor</u> Steve Grosekemper
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ax	de	preregaway	timingq
board	emaster	preregq	tours
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	logistics	sponsor	witnessbusiness
	membership	store	yearbook
	militaryliaison	techadvisor	



## Up Front- Where the Engine Belongs



I hate deadlines. But every month is a new one. This month I blame Thanksgiving holiday and then my back decided to rebel against sitting at a computer and went on strike for a couple of days. But the end is now near as my last job is writing this column before putting the issue to bed and off to the printers.

Has been a busy month overall that started with a trip to Sonoma Raceway over Halloween. I had a fun trip but the rain did interfere and the long drive back and forth was a drag. But it is a fun track and I look forward to driving there soon. While I was in wine country there was also a Halloween theme Progressive Dinner going on and check out the photos in this issue.

Then 2 weeks later we were off to the Buttonwillow Double Crown Club Race and Time Trial. More driving and a very busy weekend spent helping out with the club race, working on the grid, setting up the Happy Hour along with competing in the time trial along with taking photos. Thanks to all the people who helped out to make it a very successful weekend for all the drivers. We had a great turnout of racers and time trial drivers and the report for this event will be in the January issue.

The next weekend was the last points autocross of the year which I attended with my 928S. There was also a Mystery Weekend going on and that will also be in the January issue. It looks like December will be a little quieter but we will be having a toy drive culminating in a Santa Breakfast at Mimi's before delivering the toys to Rady Children's Hospital on December 18. And on December 4<sup>th</sup> will be a Back Country Roads driving tour. On December 17<sup>th</sup> will be the Other Car Autocross at Qualcomm so bring out some variety and have some fun in a parking lot.

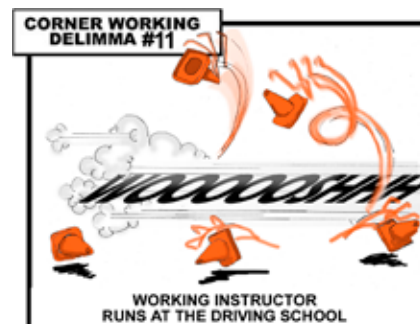
January will start back in with a bang with the autocross opening on January 7 and then the SDR Winter Formal January 14 at the Hotel Del Corona-

do. Following weekend is the Zone 8 Awards Party on the Queen Mary on January 21 and then the SDR Driver Awards Party in January 22. The last weekend is the first big track event at Chuckwalla Valley Raceway January 28-29. Start planning and making reservations now. 2017 will be our 60<sup>th</sup> Anniversary and the new Board is planning on making it a memorable year!

I will close by again asking for more submissions for the newsletter. More variety will be helpful and allow me to do less writing :^) If you attend a SDR event, you can be the contributor to write up your thoughts and feedback about the event to share with members who were not able to attend or have not been enticed out to enjoy all of our monthly activities.

Thanks to everyone who has taken pictures and written articles over the past year, but we have plenty of room for new contributors to help out and make it as good as it can be. Thanks to the Board for their support of the newsletter; to Dan Carusillo, Tom Brown, Fidel Gonzalez, Ted Witte, Steve Grosekemper, Sunny Rickard and Michael Harris for their regular contributions. More thanks to Angela Avitt, Martha McGowan and Tom Tweed for their proof-reading help (when I leave time for their input). More thanks to Bev Gould for her help with the Classifieds and Calendar and Tom Gould for his help with advertisers and handling billing.

Wishing everyone a Merry Christmas and hopes that 2017 will be a great year for everyone.





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*Dan Carusillo,  
SDR President*

# HAMMER DOWN

## *La Reina de la Fiesta*

It doesn't take a genius to figure out that our Club likes a good party. And boy de we have some fun ones. If you haven't noticed, over the past 4 years our Social scene rivals anyone in town. Our Social Chair **Victoria Varon** and her Minions have taken Our Club to another level. In 2016 alone, Victoria's Committee is solely responsible for over 40 event days. That's basically a party every 9 days..... Yeah it's like we are attending the University of Porsche. Amazing!

**DC:** Victoria, nice to see you again. I'm curious about where you grew up?

**VV:** I was born in Metairie, Louisiana, just 30 minutes away from New Orleans. My mother immigrated (to the US) from Cuba when she was 18 years old and met my dad in college in New Orleans. My father immigrated (to the US) from Belize when he was eight years old. My father is a bit of a gypsy, so I have moved around quite a lot. When I was four years old my dad became a plant supervisor for a steel company in Ghana, Africa and so we lived there for 3 1/2 years. After that adventure, we moved back to New Orleans for a few years and when I was in sixth grade we moved to Hayward, California. We only lived there a year before we moved to Cerritos, California and then the tiny town of La Palma where I completed high school and was off to college in Long Beach. I've lived in Long Beach, multiple cities in Orange County, Corona, and now beautiful Oceanside.

**DC:** Estas muy viajado, like that Johnny Cash song, "I've been everywhere man". What do you do to maintain your cosmopolitan style and Porsche habit?

**VV:** I'm a Realtor for all of Southern California. Since I've lived from Los Angeles County to Orange County to the Inland Empire and now San Diego County, I can pretty much sell real estate anywhere. I love the flexibility of traveling around and getting to know different communities around our beautiful Southern California. I guess you could say I got bitten by the gypsy bug as well. Before I became a Realtor I was a life coach working for a transformational training company. I still have a handful of clients that I coach on a weekly basis. The transition from Coaching to Real Estate was pretty natural. Before I was coaching I worked in property management for 10 years,

working for the Irvine Company and other large scale companies managing multi-million dollar properties for them, so it was an easy transition for me to selling real estate after my career in coaching. Besides that, as a life coach, every time I talked to someone about what their vision for their life would entail, it always included a dream home. So I like to think I'm still helping people realize their goals and dreams via Real Estate. My coaching background comes in quite handy with real estate as buying, and more so selling a home can be one of the most stressful transactions we will entertain in our lifetimes. I've been told I am pretty good at helping alleviate the stressors and do pretty good job of making my transactions smooth. And it really helps that I absolutely love what I do!

**DC:** I'm always interested in why people join the Club?

**VV:** I inherited my membership in this club through marriage.

**DC:** Hooray for the Family Member designation!

**VV:** When I met my husband, **Javier Varon**, his enthusiasm for Porsche was quite addicting. Our first "away" date/trip, three months into dating was to the Rennsport Reunion in Monterey. I fell in love with the 356 model out there. When I found out there was a social aspect to the club, we started to attend events (my husband wasn't really active on the social scene until he met me) and I knew that this club was for me. I absolutely love the community feel that we have in our club and how truly kind and generous each person I have met in this club is... it really truly is about the people for me!

**DC:** Well the outstanding events, you and your team create and manage, have certainly fostered a wonderful sense of camaraderie. Thanks **Matt** and **Javier**!

What was your first Volunteer position with the Club?

**VV:** My first volunteer position was granted to me by **Bev Gould**, when she was President. I'm truly grateful she had enough faith in me to take on the Social Chair Position after only having been in the club for a few months. That was almost 4 years ago and I've never looked back. I always joke that I must have been a party planner in my past life, because I truly love planning events.

**DC:** Lucky us! Why did you decide to help?

**VV:** When I initially spoke with Bev she was talking about having the club reach out to and tap into our membership base that was pretty inactive. We had thousands of members and many of them were not heavily active because they weren't into Autocross and/or racing (or at least they didn't know they were



yet!) and my understanding is that it was mostly the usual suspects that were at events, doing Autocross, at track racing. So the goal was to ignite our membership base with social events that could appeal to everyone, and reach out to new members via all of the social elements, and then expose them to Autocross, Racing and other activities that have our members fully immersed in all club activities and fully engaged in all that our club has to offer. I've always been about opening up possibilities for people and love being part of a mission, so this truly appealed to me and I was on board after one lunch date with Bev.

**DC:** I'm dying to know which Porsches have been in your life.

**VV:** We love our cars very much, so we name them. We have a meridian metallic 2003 Boxster named Charlotte, a black 1995 Ruf BTR named Mr. Echo, an army green 1998 Boxster track car named the Green Machine, a red 1989 911 named IRA and our newest addition to the collection, Lynn, a black 1983 911SC Cabriolet. As an aside, the first car my husband and I owned together 5 years ago shortly after Rennsport where my love for the 356 began, was a red 356 we purchased from a neighbor. We are both kicking ourselves now that we sold it due to having too much rust. Regardless, we are a big happy family of Porsches, a Tesla named Lola and support vehicle, Optimus Prime, our trusty Suburban.

**DC:** Now this is probably rhetorical....but what's your favorite part of the Club?

**VV:** Well, I'm sure you can guess... The people! I haven't met one person who I haven't liked in this club. I love creating opportunities for people to meet for the first time and become fast friends. A lot of our closest friends are members of the club, and it's been great to expand my network of friendships with like-minded people who are enthusiastic about our club like I am.

**DC:** What's it like being a Chair?

**VV:** It's a blast! People always thank me for all the "hard" work that I put into it, and wonder how I can juggle so many things at one time. But I really do love doing the work. I suppose that's just my personality. If I'm not busy I'm not happy. Plus, when you love what you do, (and I feel very blessed and lucky to love what I do not only in my professional role, but in my social role as a member of this club) it doesn't really feel like work. With this club I have put myself in the position to create lots of fun trips, dinners, movie nights, and adventures that my husband simply has to take me to because well, "I'm the social chair and I need to be there!" It's kind of my hidden agenda to have fun.

**DC:** So true. Volunteering in the Club is great motiva-

tion to fully engage in so many awesome events! Any hobbies you enjoy?

**VV:** I absolutely love live entertainment, I feel like there is an element of magic when you are watching something live, with one take, which just doesn't exist in movies and film, although my husband and I are huge movie buffs. So I go to concerts quite often, too much, my husband would say. I have a season pass to Broadway San Diego because I simply love the theater, it was a big part of my life in high school and college. And I do love to karaoke. I'm trying to figure a way to create a social event revolving around karaoke but haven't been able to quite figure that one out yet!

**DC:** Karaoke?!?! I'm in. If you could have any job with Porsche what would it be?

**VV:** It would probably be something in marketing and planning. My husband (**Javier**) is the San Diego Region Liaison for Porsche of San Diego, so it wouldn't be a big stretch to carve out that path, but I just don't see it happening because I really do love what I do. I have the best of both worlds... I love what I do at work with Real Estate, and I get to play with Porsche and the people of Porsche all month long during different events. I sometimes joke that being a social chair IS my second job.

**DC:** Ha-ha. Now you know I'm so jealous of some of your cars. But if you could have another Porsche what would it be?

**VV:** We're going to be ordering a Macan this month, so I'm quite excited about that. But my ultimate is going to be the all-electric Mission E Porsche. I currently have a Tesla that I absolutely love driving, so I couldn't imagine trading that in for any other Porsche unless it was an all-electric model.

**DC:** Any advice for Members who may be interested in helping but aren't sure how?

**VV:** Dive in, dive in, dive in! You'll be amazed at how fun it is to support a club so full of amazing people and enthusiasts. You'll meet lots of amazing people, and feel like you are contributing to a great club... win-win! And of course contact **Sara Gengler** <[Volunteer.PCASDR@gmx.com](mailto:Volunteer.PCASDR@gmx.com)> our Volunteer coordinator.

**DC:** Well these are the words we've been waiting for.... How do you say "Let's have a Porsche Party" in Spanish?

**VV:** "Vamos a tener una fiesta de Porsche"... my Cuban mother might be horrified, but that's my Spanglish version.

**DC:** Gracias mi Reina, eres muy amable. Y de tu familia SDR, muchas gracias por todo. Vamos a pistear!!  
*Hammer Down,*  
*Dan Carusillo*  
*President PCASDR*



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# November Board Meeting

## 2016 Board - Call to Order at 7:08pm

**Board members Present:** Dan Carusillo, Bruce Wing, Karen Garcia Raines,

Keith Verlaque, Rick Richardson, Sara Gengler.

**Absent:** Matt Schiller, Javier Varon. **Secretary:**

Approval of prior meeting minutes. M/S/P. There was one email vote in between meeting approving reservation of a block of Hotel Del Coronado rooms for Winter Formal Attendees. M/S/P.

**Treasurer: Bruce Wing** provided a monthly report for approval; approximately \$13,000 in deposits for events will carry over into 2017. M/S/P. There will be a 2017 Budget meeting held on 11/16/16 at 6:30pm at the Wing home.

**Old Business/Calendar: Dan Carusillo** announced that for 2017 he will step down from his Board Member at large position to assume the Past President/Adviser role. **Dan Carusillo** announced 2017 Club Officers as President: Karen Garcia Raines; Vice President: Tom Gould; Treasurer: Tom Brown; Secretary: Keith Rampmeier. The DE/TT dates from last board meeting are confirmed with the addition of 11/11/17 and 11/12/17 confirmed as TT/Club Race at Buttonwillow. M/S/P. John Straub presented the newly framed PCASDR Charter from 1957. Approval was requested for the Drivers Award Party on 1/22/17 at 2 p.m.. M/S/P.

**Goodie Store: Bob Hallett** reported that the PCA SDR Grill Badge proof has arrived and requested board approval and release of funds to purchase a minimum order of 40 badges. M/S/P.

**Bob Hallett** will send the treasurer the final invoice and check request.

**Social: Victoria Varon** reported that the Porsche Club Cruise was a blast with 4 couples attending. The Progressive dinner with Halloween theme was very successful. The new member party is coming up this weekend with 53 people RSVP so far. 75 people have RSVPd for the Volunteer Dinner also scheduled for the same day. Mystery weekend 11/19/16-11/20/16 is sold out. Member Winter Formal is coming up on 1/14/17 with 42 people registered and 15 rooms booked so far. A 12/11/16 four-course Christmas Dinner

Holiday event was proposed at 5pm at Dallman Confections at the Headquarters, downtown San Diego. M/S/P.

**AX Equipment: Keith Rampmeier** updated the board on equipment expenses submitted last month including yellow flags, cooler, pennant rope, and storage bins. An equipment inventory will be conducted at the November autocross. An Equipment Chair is needed for next year. The club is missing an EZ-UP Tent and its return is requested.

**AX: Mark Curran** provided an Autocross reconciliation report for 10/22/16 with 78 drivers in attendance. The next Autocross is 11/20/16. The Top Time of Day contest is up to \$1,000. The "other car" autocross is scheduled for 12/17/16.

**Mark Curran** reported dates of 1/7/17, 1/14/17, 1/21/17 are still reserved for 2017. Motion to schedule an Autocross for 1/7/17. M/S/P.

**QCDI: Keith Verlaque** provided a Performance Driving School recap and reconciliation mentioning that there will be additional volunteer reward certificates provided. **Keith Verlaque** mentioned amending an exercise as a result of tire attrition experienced at the PDS.

**Tech Inspection: Dan Carusillo** reported on behalf of the Tech Chair, submitting a check request form for tech inspection equipment. M/S/P. Discussion was held regarding the Membership Chair provide membership file information to chairs upon reasonable request.

**Membership: Gisele Gonzalez** reported membership numbers, Primary Members: 1616, Affiliate Members: 980, Total Members: 2596. Gisele proposed restarting a member referral incentive providing a \$25 gift certificate. **Dan Carusillo** mentioned that PCA National provides a national incentive for referrals and suggested getting more data on referrals, renewals, and gift certificates. Motion to lower initial gift certificate to \$35 and the club automatically provide all new primary members a PCASDR name badge. M/S/P. **Gisele Gonzalez** will create membership FAQs for submission to the web master.



**Volunteer:** Discussion ensued regarding invitations sent to everyone@ email list. In the future it is requested that committee chairs forward invitations for the volunteer party to committee members to ensure members who are not on the alias list receive the event invitation.

**Insurance:** Insurance is up to date.

**Rally:** Awaiting 2017 schedule.

**Charity:** The Monarch Family Dinner was a huge success. The Rady Toy Drive continues from 11/1/16 to 12/18/16, with breakfast with Santa scheduled 12/18/16 at Mission Valley Mimi's Cafe from 9-11 a.m. followed by a caravan to Rady Children's Hospital.

**Museum:** Michael Harris submitted an Automotive Museum report via email: The new display at the Museum features Station Wagons. Fifteen autos ranging from a huge '70s Ford 9 passenger wagon with faux wood siding to a Ford Model 'A' woodie that was one of the first commercially made 'station wagons' complete with a railroad station background. A 1959 Dodge wagon looks brand new as does a 1953 DeSoto, both in solid steel without the wood siding. A 1963 Chevy Bel Air wagon is a home garage restoration and has one of the most outstanding finishes of any of the cars. A V-4 Saab rally wagon and a Mini Estate wagon and a Volvo 1800ES are rare indeed and tiny compared to their American counterparts. New also is a 1950s San Diego manufactured open runabout next to a Nash Metropolitan and a 1949 Crosley convertible. There are many new cars and exhibits to see, and the Wagon graphics and 50s and 60s car commercials on film are worth the price of admission.

**Club Race:** **Greg Phillips** reported on registration for the upcoming club race.

**Witness:** **Greg Phillips** reported a problem with Mac users and photo attachments. Mac users are asked to zip photos before sending.

**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, **Driver's Awards:** Katina & Tami, **Social Media:** Marc, **Military:** Rick, **Sponsor:** Bev, **AX:** Mark, **Club Race:** Greg, **VP:** Karen, **60<sup>th</sup> Com:** Tom B., **DE/TT:** Robert **Coronado Speed Festival:** Katie

and John B., **Concours:** Cara, **Tours:** Keith, **AX:** Mark C.

**President/ New business:** **Dan Carusillo** suggested scheduling future Volunteer Party's in the summer.

**Announcements:** *THANK YOU to Vicki and Frank Powell for hosting!*

**Adjournment:** 8:49pm

**Next Meeting:** The Next board meeting will be at the home of Victoria and Javier Varon on 12/7/16. The address is 5859 Ranch View Road, Oceanside, CA 92057, 760-481-5212



Past Presidents of PCA-SDR -- If you still have your club yearbook from your year as president, I would like to borrow it for use in our 60th Anniversary celebration. (If you want to clean out the garage and donate to the club, all the better!) Please contact Tom Brown, tb911@tb-software.net

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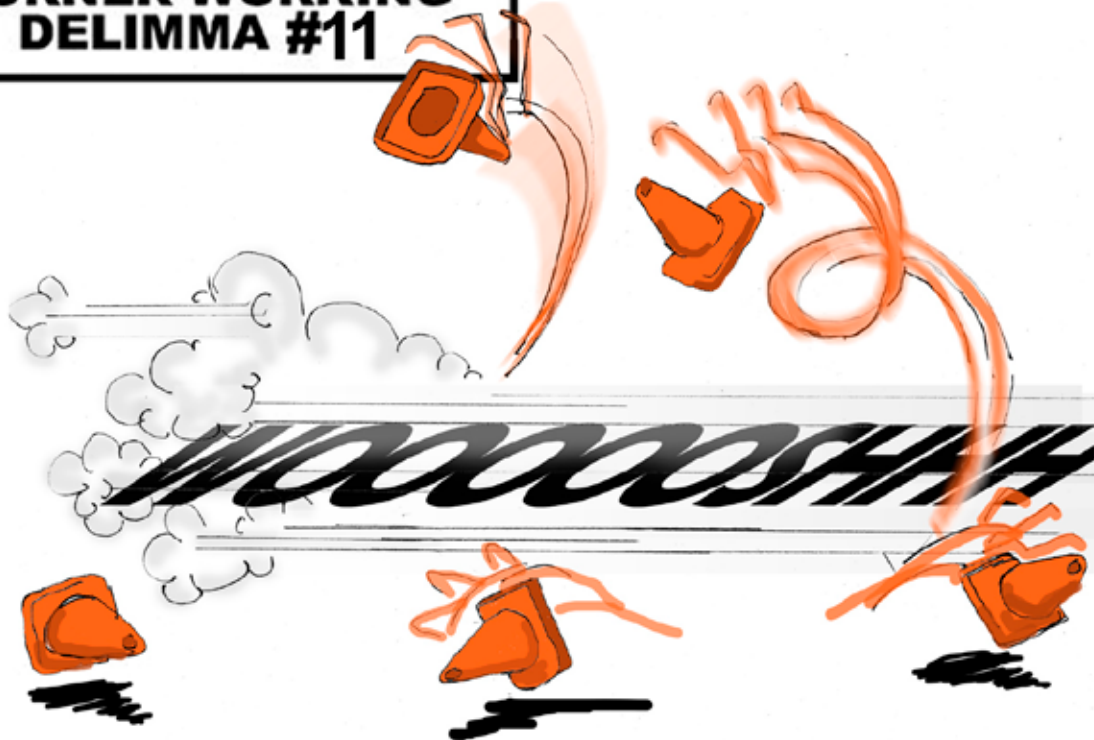


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# Autocross 11-20-16



Photos by Greg Phillips



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# December 2016 - January 2017

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**Nov 1 -Dec 18**

**Radys Toy Drive - see flyer**

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**Dec 4 Sunday**

**Back Country Roads Tour**

**Time:** Starts at 8:00AM

**Place:** TBD

**Details:** Meet up with your Porsche club friends for great tour of some of our best roads in Sand Diego County. Pre-registration on Motorsportreg required.

---

**Dec 7 Wednesday  
Board & Member Meeting**

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

Meeting starts at 7:00PM.

**Place:** Varon home, 5859 Ranch View Rd, Oceanside, CA 92057

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

---

**Dec 11 Sun  
Holiday Dinner & Wine  
Event at Dalmans**

**Time:** Starts at 5:00PM.

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

**Details:** Join us for a 4 course holiday dinner adventure paired with wine and chocolates at Dallmann Confections on December 11th at 5pm. Sommelier and professionally trained Chef and Sommelier Jayson Knack will be joining us to prepare a delicious 4 course light dinner consisting of soup, salad, main course and dessert, paired with wine.

---

**Dec 11 Sun**

**Tech Session - Porsche of San Diego**

**Time:** Starts at 9:00AM - 11:00 AM.

**Place:** 9020 Miramar Road, San Diego, CA 92126

**Details:** Save the date. More information is coming.

---

**Dec 17 Saturday**

**Other Car AutoCross  
South East 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

---

**Dec 18 Sunday**

**PCA SDR Breakfast with Santa**

PCA-SDR Breakfast With Santa at Mimi's Cafe / Toy Delivery – Please bring a toy to donate (no stuffed animals). Bring the kids too!

**Time:** 9:00 AM - NOON

**Place:** Meet at 9:00am at Mimi's Café in Mission Valley (5180 Mission Center Rd, (619) 491-0284) for breakfast with Santa.

*Please do not donate any stuffed animals or plush toys as they cannot be used by the hospital.*

After breakfast (about 11am), we will caravan with Santa in the lead to Rady Children's Hospital to deliver all the toys we have collected.

---

**Jan 4 Wednesday  
Board & Member Meeting**

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

Meeting starts at 7:00PM.

**Place:** TBD check webiste

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

---

**Jan 7 Saturday  
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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**Jan 14 Saturday  
PCA SDR Winter Formal**

Come one, come all to our 2017 PCASDR Member Winter Formal (aka Porsche Prom) at the Hotel Del Coronado. This is the first event to kick off the 60 Year Diamond Anniversary of Porsche Club of America, San Diego Region!

**Time:** 6:30 PM - 11:00 PM

**Place:** Hotel Del Coronado 1500 Orange Ave Coronado, CA 92118

**Cost :** \$100 per person and includes a lavish 3 course dinner by award winning chefs at The Hotel Del, 2 glasses of wine, photos at the event, and entertainment. New member certificates are welcome and encouraged! We have received discounted parking as well. Self park for \$15 per car, or valet for \$20 per car.

---

## Jan 22 Saturday

### Driver Awards Party

**Time:** 2:00 PM - 5:00 PM

**Where:** Common Theory Public House, 4805 Convoy St  
San Diego, CA 92111

**Cost:** \$25 before Jan 1 \$35 after  
Autocross and DE/TT Drivers awards party

---

## Jan 28 Weekend

### Chuckwalla DE/TT

-In January we kick off the new year with our first of three events at the newest track in Southern California, running clockwise for a novice DE and experienced driver Time Trial!

Registration opens December 18 at 9:00 am at <http://pcasdr.motorsportreg.com>.

---

## Jan 29 Sunday

### Cars & SDR

**Time:** Starts at 10:00AM-Noon.

**Place:** Vinz Wine Bar, 201 E. Grand Ave, Escondido, CA 92025

**Details:** Meet with other SDR members to socialize, check out each other's cars, and discuss all things Porsche

---

## Jan 31 Tuesday

### LTS - Pomodoro Ristorante Italiano (Pt. Loma)

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

**Place:** 2833 Avenida De Portugal  
San Diego, CA 92106

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



by Peter Busalacchi





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# Auto Museum Report- Station Wagons are the New Display



Text & Photos by Micahel Harris

The new display at the San Diego Auto Museum features a model of automobile that has become nearly extinct in recent years, the station wagon. Was it because of the movie "National Lampoon's Vacation" featuring a putrid green 1970s Ford LTD Country Squire wagon with faux wood siding? Was it because of too many real family vacations without DVD players that screened child fare cartoons and movies as in newer mini-vans? Or was it because too many mothers found it much easier to be able to step up and into a van at waist height rather than bending down into a too-low car with too much stuff and with difficult access. Or as one young female visitor to the Automotive Museum asked: "What is a station wagon?" If you have seen the exhibit or read the previous article discussing station wagons, you know the answer. In the forma-



tive days of the automobile in the early 1900s a lot of travel was done by the railroads. Wealthy vacationers from the mid-west and other areas where the weather was either very hot or humid in the summer and cold, freezing, with heavy snow fall in the winter would vacation in more hospitable climates. (Think the Gamble House in Pasadena for example.) Mr. Gamble would transport his family, staff and luggage by train from the Procter and Gamble business in Ohio to Southern California. Before the automobile one would use a horse drawn wagon. After the automobile one would use a vehicle similar to a Ford Model T chassis with a specially built wooden box or carry-all type body. Thus the "wagon" would go the "station" and thus were "station wagons" born. The heyday of the station wagon was post war 1946 to the late 1970s and into the early



1980s. When Lee Iacocca parted ways with Ford and went to work for Chrysler Corporation he brought with him the idea of the mini-van. In late 1983 Dodge introduced the Caravan which also morphed into Plymouth and Chrysler versions. Volkswagen built their first bus in 1950 based on the Beetle chassis with longer wheel base and length but still with the 25ps/ 1,131cc motor. At 2,600 pounds the Bus was even more underpowered than its antecedent.

VW continued building the Type 1 Bus until the 1968 Type 2 Bus was introduced with one piece windshield, larger interior and exterior space, larger more powerful engine, improved ventilation and a host of upgrades including improved brakes and drivability. The Bus was made in many versions from nine passenger van, pick up, camper van, and more. While the Bus was always slow, it was cheap (compared to its American cousins), had reasonable mileage for a vehicle capable of carrying so many passengers and cargo, and fairly easy to maintain. The Westfalia camper van would go anywhere and was comfortable camping for a family of five or more but carried so much weight that engine life was greatly reduced. Some owners fixed that problem by installing Porsche 911 engine and transaxle but it was an expensive remedy. Between the Hippies and young modern mothers, the wagon has almost disappeared. One version that always seems to be around is the British custom made "shooting brake" version in Aston Martin/Rolls Royce/Bentley guise.

Fifteen "station wagons" are on display ranging from Henry Ford's first production wagon, a 1929 Model A "Woodie." Oh, you say, Ford started years earlier building Model T wagons. That is correct, but you had to add your own wagon body to a Model T chassis if you wanted a wagon. The Model A was built at the Dearborn factory with a wagon body in 1929. Next in age is a 1940 Ford Woodie. There are five 1950 steel wagons ranging from a 1953 DeSoto Firedome, a 1955

Studebaker Conistoga wagon, a 1957 Chevrolet two door Nomad, a Ford 1957 Ranch Wagon, and a 1959 Dodge Sierra Custom. Both the DeSoto and the Studebaker have been modified. Totally stock in appearance, the 1953 DeSoto features a larger and newer hemi engine while the Studebaker has the larger V-8 motor with supercharger as added to 1960 era Hawks and Avanti models. The Salmon color paint is appropriate to



the 1955 but the added hood louvers hint at the engine modifications.

Four American wagons from the 1960s include a 1962 Nash Rambler, a 1962 Ford Falcon Squire, a 1963 Chevrolet Bel Air, and a 1968 Pontiac Bonneville. The 1963 Bel Air was re-

stored by the owner and his family, and includes a full set of era appropriate luggage. The paint was applied by the owner and is show quality. The European wagons include a 1964 Mini Countryman, a 1970 Saab ex-rally car, and a 1973 Volvo P1800 ES Estate wagon. There is also an AMC 1976 Pacer which is a kind of a '70s version of the crossover. Except it doesn't handle very well and does not have much sportiness either, although AMC tried to boost sales late in the production run by offering a V-8 motor as an option. A reception for the cars and owners was held October 20th at the Museum. Most of the owners appeared to enthusiastic applause from the 100 or so guests in attendance.

Also new to the display are a trio of mini-cars built in the 1950s. The Crafton is a golf cart sized four seater built in San Diego in the early 1950s. The vehicle was recently restored in the Museum's Restoration Shop by Museum volunteers. A red 1949 Crosley Convertible and red and white 1950s Nash Metropolitan are also on display. New also is a display of San Diego area Car Club memorabilia in two display cases behind the Gift Shop and on the display floor. Stop by and relive days of your youth with the wagons. Graphics and films featuring television advertisements of the wagons will bring a smile to your face.





# PCA SDR Members to the Rescue!



by Tony Nufer  
1976 912E, CC13

Drivers in club races and time trials are pretty intense competitors for positions and top times. They also look after their fellow competitors to ensure everyone can experience the thrills and satisfaction of driving Porsches where they best belong, on the track. My participation in the final track event of the year is proof of the comradery and helping hands to make sure my 912E (CC13) and I made it to Buttonwillow.

Just north of the Grapevine, with less than 60 miles to go, my F250 tow vehicle failed to start after a brief stop. My AAA Premier membership covered towing the truck back to Poway but I foolishly did not have the RV coverage on the trailer to get it towed to the track – something I've corrected. AAA wanted \$15/mile to complete the tow, almost \$900. Now I'm willing to put the extra dollars into my car and time trialing, but that just didn't sit right with me. Enter PCA SDR members. First to assist were Frank Powell and David Quesnel, traveling north about an hour behind me. They stopped at the service center where I was stranded, made sure all was okay, and were prepared to assist getting the trailer, car, and me to Buttonwillow if needed by the time they got to the track. The next helping hands came from Debby

and Chuck Sharp. They were already at Buttonwillow prepping their car for the Club race and time trials. Chuck drove the 60 miles and towed me to Buttonwillow. Hurray, the weekend is not lost. At the track Marcus Kramer and Peter Carides made room in their car to shuttle me back and forth from the track and the hotel in Wasco every night and morning. Debby and Chuck, helped unloading my 912E setting up my pit, and storing my gear in their truck at night. Then on Sunday Debby helped loading the car on the trailer so I could move it next to Tom Dragoun's 7s Only Racing shop inside the secure and guarded area of the track. Finally, Justin Salzman gave me a lift to Poway, sharing the comfort of his motor coach with his dog Charlie.

The truck is repaired (failed IRP, inadequate oil pressure to control the fuel injectors). My wife, Linda, and I will have a long round trip this Saturday to retrieve the 912E.

To all, I say thanks. My weekend was a win-win, not because of my times, but because of getting to the track and the helping hands of PCA SDR members.



# Sonoma Raceway Rainbows



Text & Photos by Greg Phillips

Everyone kept saying that Sonoma Raceway at Sears Point, once known as Infineon Raceway was their favorite track. But it is not an easy track to get a date for so I kept my eyes open for a track opportunity and it finally present itself. GGR had a DE group during the NASA weekend over Halloween weekend, right between the Chuckwalla and Buttonwillow events.

The other problem is that it is a good long drive to the wine country. I left Thursday evening after work and drove to my sister's home near Fresno and spent the night. Friday morning I left after the local traffic cleared and drove on to Sonoma and the track. Did I mention that the weather forecast was not ideal! I had some rain both Thursday night and again on Friday as I drove up and more was expected for the weekend. I was driving my M030 968 and had

Kumho V720 street tires on and hoping for the best.

The track was wet but it was not raining on my arrival and after some reconnaissance I took some photos and checked out the garages. The Porsche Racing Club was in one set of garages and had a good turnout of cars especially for Spec 911. Next stop was a short drive back to Vallejo and the Motel 6 for check in. Then I took the car to a self-serve car wash and cleaned it up for the weekend followed by and a quick dinner before resting up for the weekend.

It had rained overnight but it was dry as I drove back to the track and then went through the tech inspection. It was back to old-school track days. No trailer, extra tires or garage; just what I had in the back of the 968. I parked in the designated PCA area and now was having to figure out how



to keep my stuff dry. Luckily, when I saw the predictions of rain I had thrown in a couple of large



garbage bags before leaving home. Now they came in handy. I put down my mats and then pulled out my folding chair. My helmet and track bags went into the chair and were covered with a garbage bag and the rest were put in the other bag and placed on the mats.

My timing was good because it started drizzling shortly before we went to our drivers meeting.



After the meeting we were to be the first group out at 0805. I put in my dash cam and headed for the grid. My first laps would be a wet introduction as I started near the back and followed the rest of the grid. The rest of the drivers were all experienced and had driven the track before. GGR was kind enough to allow me in without track experience and I was trying to be courteous. We were nowhere near the regular line as we stayed away from the gaiters and painted surfaces and also avoided the areas of puddles and running water across the track. My focus became much sharper as we were just out of the pits and climbing to turn 2 when I lost traction at the rear and the car stepped out at what I thought was a slow speed. A quick counter-steer and then the traction was back, but I no longer trusted the wet grip.

The rest of the lap was not as bad and on the next lap it happened again at the same spot and each time at turn 2 there was a slick area. Not sure if it was running water or silt that caused it, but it was predictable the

first session. We had our lights on as we slowly picked our way around the track and then slowly picked up the pace and after only a few laps our 20 minutes were up and we were given the checkered flag.

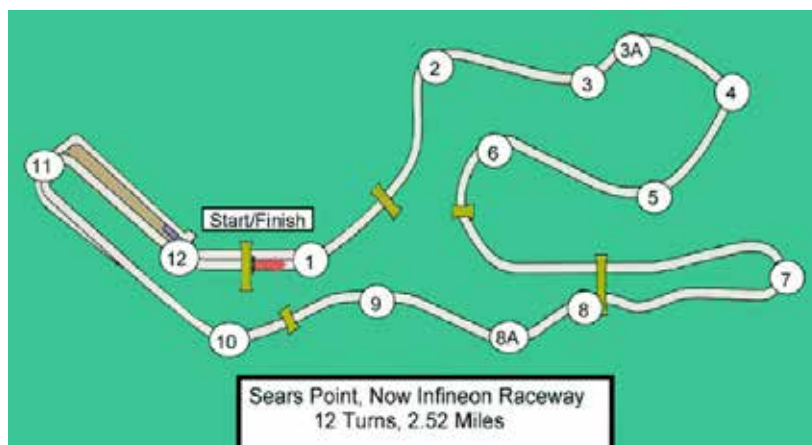
It was still raining so I was looking for a dry place to stay. Luckily the RV next to my parking area had a nice canopy and invited those without cover to come on in. It was cool but not too cold and we bench raced and talked some GGR history and possible plans for a GGR event and Club race at this track.

The second session was still wet but with more light and slightly more pace and I was able to get a better idea of the track rather than just following the car in front of me. I had a few clear laps to look for my own line and was passed by several of the newer cars. It was fun but we were still just paddling around in the wet.

But over lunch the sun came out and the wind picked up and things started drying out quickly. They canceled the lunch track tours and sent out the track cleaners to clear the standing water and mud and when our early afternoon session started the track was dry and felt much better. Our times were improved from the 2:50's in the wet and now down to 2:16 on Harry's Lap timer. Still a few muddy tracks and wet spots but overall much more predictable, and fun.

The track undulates through the wine country foothills and there are few real straights. Start-finish is part way down a short straight in front of the grandstands and then you are setting up for turn 1, a sweeping left that starts the climb. It transitions into turn 2 which is an off-camber right that crests and then you head down for turn 3 a

left that then starts climbing back to a blind right at turn 3 with the trackout on the other side of the hill and down to turn 4 a 90 degree right and then a sweeping turn 5 and you start to go back down the



hill to the Carousel at turn 6. This sweeping left is off camber at times and the trackout is across the drag strip as you start to climb again for turn 7 and 7a which are a pair of slow 90 degree corners at the top of the track that starts you back down into the left-right esses of turns 8 and 8a. You are starting to pick up speed but need to be careful as 8a is off camber and the trackout to turn 9 is also blind. This is a fast sweeping area that takes you down and is a fast right that leaves very little trackout before the wall on your left. Now there is a straight; through a small river across the track before the braking zone of a tight right hairpin around the tire barrels and now tracking out to the wall still on your left for another short straight to a quick left at turn 12 and back to the finish line.



Now that it was drier and the sun was out I was able to take a few more photos of the other entrants and also on the track. Besides the PRC, there was a Lotus Cup group, a NASCAR vintage race group, a NASA TT group, BMW SpecE30 and Spec Miatas along with assorted sports racers and other track cars. One of the TT cars was Greg Sharp's 944 and he was working on getting his NASA race license. I was also able to use the dry time to dry out my mats and parka.

Not only were we the first group out at 8:05 but were also the last group out at 5:40! Thankfully we were still in daylight savings time but the sun was still very low as we headed out. The track was even better as it had dried more and we were able to use more of the track. But there were still a few wet spots and the gaiters and painted surfaces were not to be trusted. As the clouds were turn-

ing pink with the sunset I got a god clear lap near the end and my last lap was my best at 2:11.97 on Harry's.

As the sun was setting I was back in the paddock and loading up the 968 to head back to Vallejo. NASA had a large BBQ going on but I had not signed up and felt it best to get home before the next rain arrived. Dinner was L&L lunch plate and I went through my gear to make sure nothing got too wet before some TV and then another early night.

Sunday started out like the previous days. It was dry as I drove in but it started drizzling as I was unloading. We were first out again at 8:05 and the track was now moist from the drizzle as the sun tried to break through the clouds. It was back to slippery mode but more fun as I had a better idea where I was going and where to be more careful. Did I mention that the runoff areas were mostly wet grass and ending in walls or tire barriers and often downhill from the track. So staying on the track was the best idea as wet grass does not give much braking or steering, you were just along for the ride with gravity and physics in charge. To-day the slick section of turn 2 was at the crest of the hill as you unweighted and the rear end tried to slip downhill from the off-camber. There was never a dull moment in the wet even slowed down as my best was 2:27.23!



The drizzle continued through the morning and we were back under the RV canopy to stay dry between sessions. Our next session was at 10:00 and we gridded up early. I should also mention the great job that GGR did for the event. Despite only having a single run group at this event, they had



several volunteers to help with grid, tech, black flag and race control to help make our experience optimal. It was still drizzling steadily as we were flagged off. There was more standing water, especially near the bottom between turns 8 and 11 in the flat zone. Turn 10 had a large puddle that was widest at the apex and thinned as it headed towards the wall. The decision was whether to go through apex and larger puddle or move wider and neared the wall with a smaller puddle. I decided to split the difference and go more slowly through the middle of the puddle and give the wall a wider berth.

After my session the rain continued and I looked around the paddock and had an early lunch at the snack bar and also checked out the race shop of Wine Country Motorsport for some shopping. The rain slowed and stopped around noon and they were able to have their parade laps and the track was drying out well.

Our first afternoon session was under sunny skies with a mostly dry track. I had gridded behind Greg Holmberg's Spec Boxster and I spent several laps chasing him. He had been parked next to me in the paddock and it turned out his Boxster was from Vision Motorsports and he was just getting back into racing as he had driven a Formula Ford many years ago. He had smartly skipped the wet session in the morning and arrived for the sunny sessions. I had a clear lap at the end of the session and my best was a 2:17.72. It was beautiful sky with puffy clouds that the sun moved in and out of as the wind blew them across the point.

I now had a good gap before my last afternoon session and was able to go out and take some more pictures of the other groups, especially the PRC races. The rain had been an issue for them as many did not have rain tires and just slicks and the qualifying session was in the wet. And so surprisingly a Spec Boxster had found itself on the pole for the

afternoon race! A counterpoint to our Buttonwillow races in the rain last year when the Spec944 cars were the fastest in the rain, ahead of the 911's and Spec Boxsters. There were several good photo spots not far from the paddock as you could cross a bridge by turn1 and shoot the cars from 1 and 2 and then again as they came back over turn 5 and down to 6. With more time I would love to explore and find more shooting spots, but this was a good start.

We got lucky for our last run session. The NAS-CAR vintage racers had no rain tires and decided



the rain was no fun and they had not returned for Sunday. And since they were the group in front of ours, we hoped to be able to start our session early and get a few more laps. The good news is that were flagged off early, but it had started to drizzle as we were gridding. But the drizzle was short-lived and only provided a beautiful rainbow as we started our session. It was soon dry and we started picking up the pace as the laps went on. The cars became fewer as the session went on as some had run out of gas from the extra laps and some were just done. I had another good chase with Greg's Spec Boxster and my times improved and my last lap was 2:12.84 before we got the checkered flag for the 3 cars remaining! We had hit the track at 4:00 and were flagged off at 4:40, a great last session.

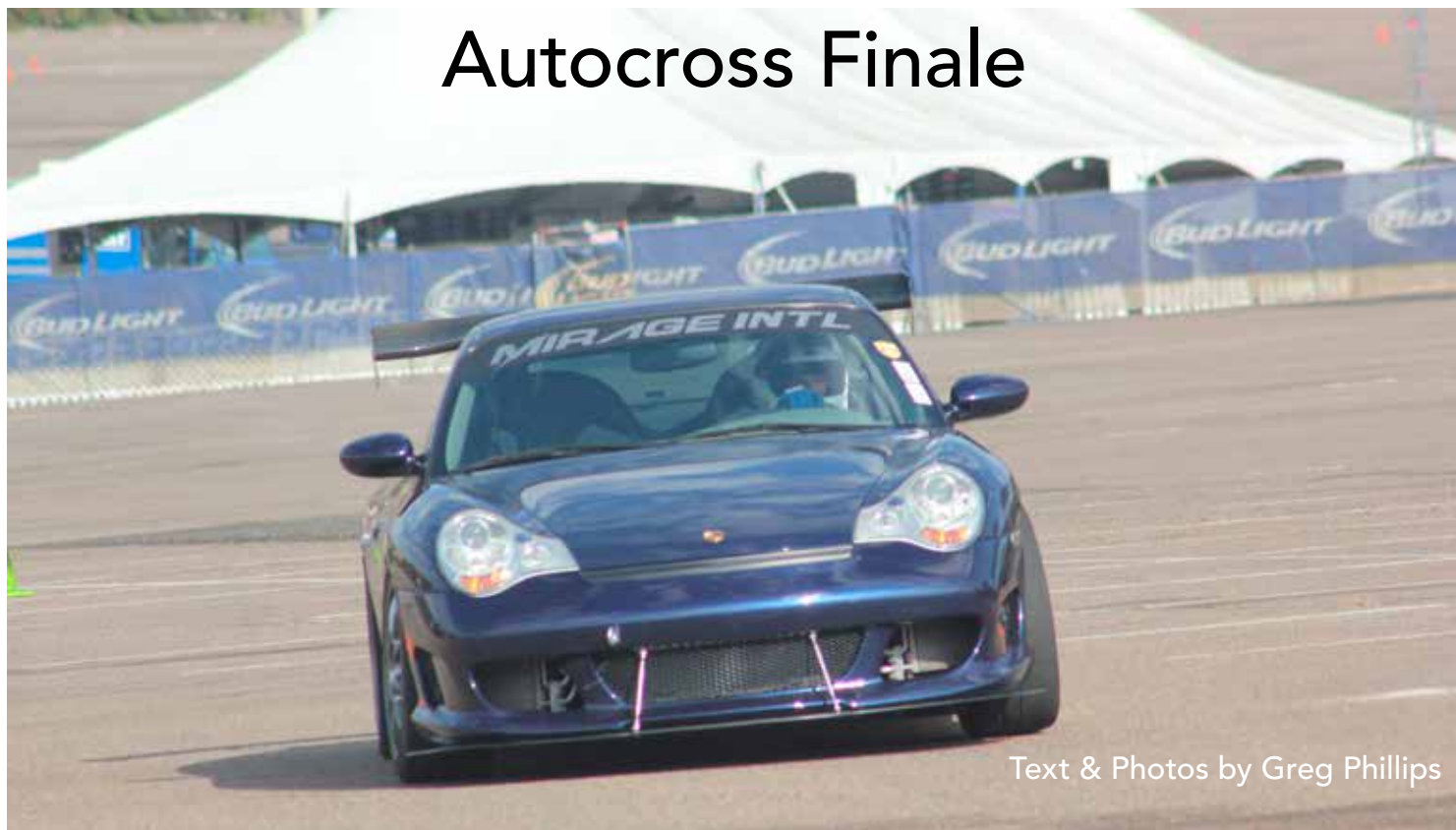
Now it was time to pack up the car and start my trip home. Off came the numbers and the car was packed up and replay my route back to Fresno through the rainbows and my sister's house for Sunday night and then up Monday morning to get through LA around noon and home before it was dark. The car ran flawlessly and handled the rain and the track well. If you get a chance to drive Sonoma Raceway, take it. Now we need to find a way to have a TT weekend there.







# Autocross Finale



Text & Photos by Greg Phillips

Although there will be a final autocross in December; it is the "Other Car Autocross" and will not be for points. So the November 20 event was the finale to the autocross championship for the season. Although I have not been active enough to be competitive in any of the classes, there were several that would be. I decided to bring out the 1986 928S. Since the last time I was out I had put on some new Nitto NT01 tires to replace the worn BF Goodrich marbles I had been skating on.

I was up early and made it into tech in time, although catching the last of the inspections after emptying the car and putting on numbers. Tech form to registration and I had my instructor arm



band and window sticker and I was set. I installed the dash cam and the Contour camera for replay fun and then took a few pictures in the pits.

Soon we had our drivers meeting and then the instructor pairings and it turned out that I did not have a student for this event. But now the parade laps were my next quandary. Anticipating I would be riding with a student I had not put my car in the parade lineup. Now since they wanted 2 passengers in each car I was looking for a ride, but all seemed to be spoken for so I walked back to the pits and brought my car to get in line and since there were now no apparent passengers available I went solo. This was OK for a couple of laps but then apparently they decided to restrict the solo cars and I and others were waved out of line and our parade was over, but at least I had a couple of laps to acquaint myself with the track as there is no longer a track walk available. It could have been worse, Tom Tweed started with a passenger but one of the CDI's pulled him out to instruct and ride with a student and since Tom was now solo he was pulled out of line. But since White run group was up first it gave me time to check and be ready after the corner workers were placed, but I still almost missed as I was



George Copelin CC06

parked near the entrance it was hard to hear the PA and just before 0900 I saw cars hitting the track and now had to hustle into line for my practice laps. It was a busy track with lots of twists and turns. First laps were slow to get a better idea at speed and to warm up my tires and then I started pushing harder. The timing was not yet active but it seemed to be quicker although there was some sliding and throttle steering around the tighter corners and although they have been patching the asphalt now there are many new bumps from the patches, especially in the far NE corner for the braking and then acceleration zones for the hairpin V-turn.

But the Nittos were sticking much better and it was fun and the directional cones and markers were easy to follow overall. But after 6 laps, even with power steering and ABS, I was ready for a break. It turned out to be a long break, as in this corner work rotation I would be working the 3<sup>rd</sup> practice group and not drive again until the 4<sup>th</sup> group at around 1310. That did leave time for lots of photos and a breakfast burrito from the lunch truck before starting my corner work stint.

I ended up working the last corner at the end of the Throttle Slalom to the finish line. Except for an occasional slalom cone and a rare cone before the finish line I was not too busy resetting cones. But I

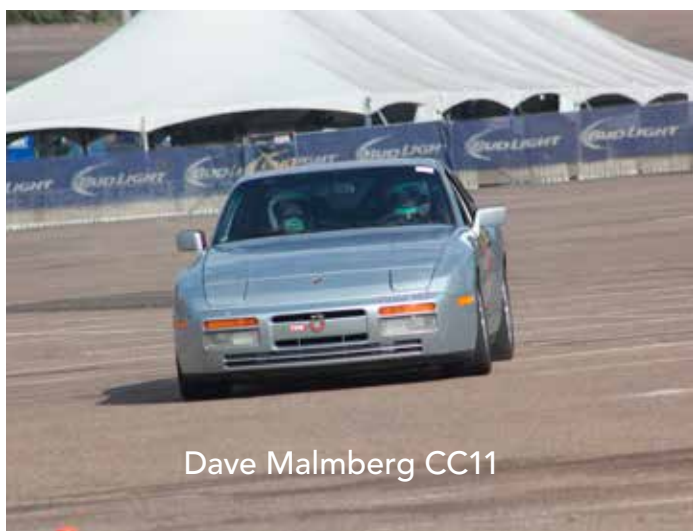
did get rained on during my corner work session. The weather forecast had been unpredictable, some had rain in the forecast and others were saying dry. But the weather forecast on the live results page: [ax.pcasdr.org](http://ax.pcasdr.org) was correct and we did get rain. Thankfully it was short-lived and dried out quickly and stayed dry through the rest of the event. It did interfere with President Dan's practice laps as he was shaking down his track car and running on slick tires in the wettest portion of the event. In my next practice session the timing was active and I had a better idea of how I was doing. My first laps were in the 1:31 range and then slowly improved until I had a best of a high 1:27 near the end of the session. Part of the improvement was avoiding more bumps in the braking zone P before Slip-N-Slide. Instead of staying to the right to open up the left hand turn I moved over and found smoother pavement that allowed for shorter braking distance and did not give up any exit speed.



After practice I had a shorter break and it was soon time for timed runs. The first lap was clean as I took it easy to warm up the Nittos and was a 1:31.35. Now it was time to try and pick up the pace. I accelerated hard out of the gate around the first cone and then into the circus tent and grabbed 2<sup>nd</sup> gear as I was exiting into the Redirect for a quick right and then left and accelerating into the cone tunnel of Hang On! and going up the hill under full throttle before braking into the Off-Ramp and now the Cobra Curves were really starting. A long sweeping right into an immediate long sweeping left and final sweeping right onto the top of the lot and through a chicane at Speed Check and

down the hill into a bumpy braking zone for the tight V-Turn and now on the gas and heading back up the hill and through the wide Roomy Chicane





Dave Malmberg CC11



Chris Bergeron CC03

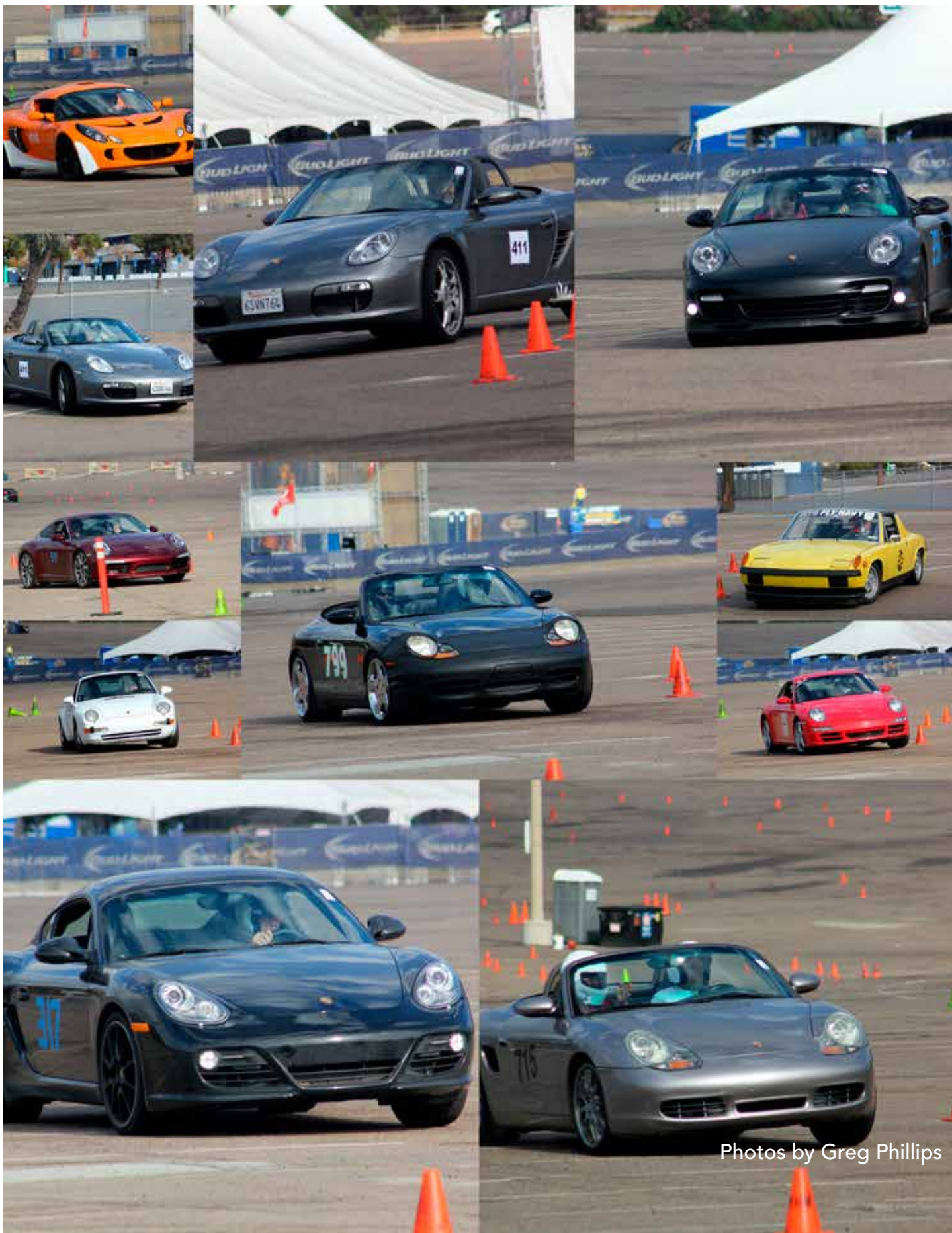
before a sharp left-right-left combination of the Combo Box. Exiting into On-Ramp it was back on the gas and downhill to the next braking zone as I move left to smoother pavement and slip hard on the gas through the Slip-N-Slide and out into the Throttle Slalom and then braking for the 2<sup>nd</sup> slalom cone and then back to the gas past the 3<sup>rd</sup> cone and into the finishing turn and past the timing for a 1:29.81. Still not at my goal and I try pushing harder the next 2 runs. But apparently any gains I made in one section were lost in another area as my next 2 laps are alarming familiar at 1:29.85 and then another 1:29.81 on the last lap. Turns out I did win the consistency award and I find it hard to believe with all of the power sliding and slightly different approaches for each run they would come back so close in time, but the clock does not lie.

Although official a CC07 car I was entered in CC09 as that is where most of my driving had been and consistency was only good enough for 4<sup>th</sup> place behind Erik Hagenjdik's Boxster S at 1:24.45, Herb Meeder's Boxster at 1:25.67 and Charles Gillespies's 1970 911 at 1:28.62. TTOD went to Jeff Norman's CC13 996 at 1:23.28 just ahead of Mike Avitt's 1:24.07 and the rest of the Top Ten as listed. Top BRI went to Gary Burch's CC03 1971 911 at 1:28.14. For full results check the website and the final 2016 standings are also available. As a final note the air-cooled crowd was locked out as all of the Top Ten were water-cooled. Three were rear-engine; six were mid-engine and 1 front-engine 944 Turbo with David Malmberg turning a 1:26:00 in a fairly tight course.

I hope to see lots of variety at the December 17 autocross so start checking your garages now for possible entrants.



	#	Name	Car Year	Car Model	Best Time	Overall	
		Norman, Jeff	2003	996	1:23.28	<a href="#">1</a>	<a href="#">14</a>
	8	Avitt, Mike	2015	GT3	1:24.07	<a href="#">2</a>	<a href="#">36</a>
		Hagendijk, Erik	2014	Boxster S	1:24.45	<a href="#">3</a>	<a href="#">6</a>
		Kramer, Marcus	2014	Cayman S	1:24.84	<a href="#">4</a>	<a href="#">8</a>
		Riordan, Christopher	2004	996	1:25.08	<a href="#">5</a>	<a href="#">12</a>
		English, Chris	2012	Cayman S	1:25.21	<a href="#">6</a>	<a href="#">2</a>
		Meeder, Herb	1999	Boxster	1:25.67	<a href="#">7</a>	<a href="#">9</a>
		Malmberg, David	1989	951	1:26.00	<a href="#">8</a>	<a href="#">20</a>
		Raines, Andrew	2012	Cayman R	1:26.03	<a href="#">9</a>	<a href="#">10</a>
		Douglas, Blake	2014	Cayman S	1:26.14	<a href="#">10</a>	<a href="#">15</a>



Photos by Greg Phillips



# San Diego Region





# Progressive Dinner 10-29-16



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# Porsche 2017 911 RSR



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# Membership

## New Members

Lisa Betyar  
La Jolla, CA  
2013 Boxster S

Karena Bricker  
La Mesa, CA  
2001 911 Carrera

Patrick Bunt  
San Diego, CA  
2016 Cayman GT4 Coupe

Peter Diebitsch  
La Jolla, CA  
2016 Panamera Edition

Robert Gabriel  
San Diego, CA  
2017 Macan GTS

Ahmad Hajj  
Del Mar, CA  
2017 911 Targa 4S

Tyler Hinaman  
San Diego, CA  
1985 911 Carrera

David Hoover  
Cardiff By The Sea, CA  
2010 Panamera 4S 4 Door

Matt Kenyon  
Escondido, CA  
1973 911T Targa

Pierre Lapointe  
Oceanside, CA  
1973 914 1.7

Thomas Luscher  
San Diego, CA  
1984 911 Carrera Coupe

Juha Matinmaki  
Carlsbad, CA  
2006 911 Carrera 4 Cabriolet

Shoji Matsumoto  
San Diego, CA  
1996 911 Carrera 4S

Mort Mirmontazeri  
Vista, CA  
1989 911 Carrera Targa

Stuart Shinto  
Carlsbad, CA  
2004 911 Carrera

Alain Stad  
El Cajon, CA  
2015 911 GT3 Coupe

Jeff Thompson  
San Diego, CA  
1976 911S Targa 930 Widebody

Dana Wainwright  
San Diego, CA  
2003 911 Carrera Coupe

Jake Wallace  
San Diego, CA  
2015 911 GT3 Coupe

Donnie Wetsel  
Santee, CA  
2006 Cayman S

## Anniversaries

### Five Years...

Michael Arends  
Ken Clarence  
Thomas Dietrich  
William Hagerty  
Bob Mueller  
Robert Racoosin  
George Scolari

### Ten Years...

Lawrence Bogle  
Peter Busalacchi  
Bashar Dabbas  
Derren Geiger  
Daniel Kremer  
Daniel Macmurray III  
Thomas Mcburnie

### Fifteen Years...

John Ball  
James Keenan

### Thirty Five Years...

Chris Stavros

## Forty Years...

Michael Bolton

## Current Membership

Primary Members: 1638  
Secondary Members: 983  
Total Members: 2621








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

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

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

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# Autocross 11-20-16



Photos by Greg Phillips





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# SDR Winter Formal January 14, 2017



Come one, come all to our 2017 PCASDR Member Winter Formal (a.k.a. Porsche Prom) at the Hotel Del Coronado. This is the first event to kick off the 60 Year Diamond Anniversary of Porsche Club of America, San Diego Region! Our Winter Formal is an opportunity to get dressed up (formal), meet new members, connect with old friends, have delicious dinner and drinks, and dance the night away! Let us roll out the red carpet for you, and celebrate the evening in style! We will have a formal red carpet style photographer there to snap your photos with our PCASDR backdrop. Dinner and wine will be served, and our favorite band, Superbad will top off the night with some funk and disco tunes to help us dance the night away! This evening is even more special as we will also be celebrating the Board Members of 2016 and all of our club accomplishments, and then welcoming and introducing our 2017 Board, so that you can get to know all of the volunteers who will be serving you in 2017. This joyous event will take place on Saturday, January 14, 2017 at 6:30 p.m. to 11 p.m.

We are hosting this evening of dinner, dancing, and celebration at the infamous Hotel Del Coronado! Hotel del Coronado is an iconic destination at the Pacific's edge just minutes from downtown San Diego. Its Coronado Island setting captures the relaxed beauty and seaside charms of the quintessential Southern California coastal lifestyle. We will be dining and celebrating in the exquisite Crown Room, ornamented with crown chandeliers designed by The Wonderful Wizard of Oz author L. Frank Baum, original wood walls and ceiling.

The cost of this event is \$100 per person and includes a lavish 3 course dinner by award winning chefs at The Hotel Del, 2 glasses of wine, photos at the event, and entertainment. New member certificates are welcome and encouraged! We have received discounted parking as well. Self park for \$15 per car, or valet for \$20 per car.

Plated dinners will include salad and dessert, and two glasses of wine. (A full cash bar will also be available all night.) Please be sure that when you register you choose your main course option of Sea Bass, Short Ribs or Vegetarian.



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

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

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

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

**NEW Boxster S Wheel** New in box/ never used/ never mounted 8.5Jx17ET50 Boxster S (00-03) Rear Wheel. Concourse quality. \$400 Russell@lightningmotorsports.us (858) 442-7466

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

**Brey-Krause Harness Bar** Fits 996, 997 Coupe equipped with a BOSE Speaker Box (not included). Like new condition. MSRP \$700. Selling for \$400. Christopher (760) 274-5919

**1974 911** Steering wheel, good condition \$125.00. Targa polished stainless steel roll bar, 200.00 obo. Steven (858) 254-2650

**1988 944S engine parts** 16V rebuilt head and engine parts. New cams. \$750 or best offer for everything. Includes engine stand. Mark (858) 864-3163

**Eibach 2.5" Coilover Springs** 6"Lx2.5"ID. 2-450lbs, 2-500lbs. Good condition, hardly used. Boxster Spec Racing setup. Includes top hats for Boxster PSS9s. \$200 Russell@LightningMotorsports.us (858) 442-7466

**986 Boxster ALL RED Taillights** Set of factory '97-'04 986 Boxster taillights tinted/painted ALL RED to look like 550 Spyder edition taillights. \$100. Russell@LightningMotorsports.us (858) 442-7466



**17" Boxster Wheels** Factory "2001 Boxster" wheels (lightest factory wheels@17lb front/20lb rear). Two 7Jx17ET55, two 8.5Jx17ET48. Straight/ good condition, perfect for AX/ DE/ TT, BoxsterSpec. \$550 Russell@LightningMotorsports.us (858)-442-7466

**986 gray full carpet kit** Great condition, beautiful color, singl tear near gas pedal. \$200obo, text Jason, will be in SD region soon (661) 904-5364

**986/996 8-way full power seats** From lo mileage vehicle, guards red contrast stitching, need minor repair \$800 pair L. A. area, text Jason (661) 904-5364

**FS: 986/996 Litronics** Worn rubber seals (aesthetic only, does not affect function or seal), great condition, from '00 65k mile vehicle \$900, text Jason (661) 904-5364

## WANTED

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

**Wanted - Tire Trailer** Pull behind car trailer to include room for four wheels / tires and a lockable box. andrewraines@yahoo.com

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

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



Photos by Eric Marc-Aurele



# DE/TT SCHEDULE

(REG)

Jan 28-29	Chuckwalla Valley Raceway (c/w)	DE/TT Dec 18
Mar 11-12	Chuckwalla Valley Raceway (cc/w)	DE/TT Jan 30
Apr 21-23	AAA Speedway (CFOS) (cc/w,roval)	TT/CR Mar 5
May 20-21	Streets of Willow Springs (c/w)	TT/DE Apr 9
Sep 30-Oct 1	Willow Springs 2.5 mi (c/w)	TT/CR Aug 20
Oct 21-22	Chuckwalla Valley Raceway (c/w)	TT/DE Sep 10
Nov 11-12	Buttonwillow Raceway (c/w, config1)	TT/CR Oct 2

[pcasdr.motorsportreg.com](http://pcasdr.motorsportreg.com)





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## Display Advertising

For display advertising contracts and billing information, please contact:

Tom Gould

witnessads@pcasdr.org

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Quarter	3½ x 4¾"	\$75
Eighth	3½ x 2¼"	\$50
Key Position		\$325

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AX & TT Results: [results.pcasdr.org/](http://results.pcasdr.org/)

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Greg Phillips, Editor

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