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The official publication of the San Diego Region Porsche Club of America
April 2017



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Andrew Raines at Chuckwalla by :
CaliPhoto

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Up Front-



Where the Engine Belongs

I hate deadlines. But at last for March it has not been too bad. I did get delayed over the weekend as Pat and I took Sunday to take the SDR tour to Anza Borrego. A great drive with a nice variety of weather as we drove around the twists and turns of North County before heading into the desert. At the top of Palomar Mountain we had fun fog and clouds that were quite cool with the top down on the Boxster and then the desert was balmy and warm when we finally arrived at the country club for lunch. There was a great turnout of over 60 cars and kudos to Keith Verlaque for the planning and execution of a fun tour (Just remember to put a final destination or address on the route maps).

And then after lunch we took some more time to stop and smell and photograph the flowers before heading back to the coast. Although there have been dire reports of traffic on the weekends, it really was not that bad. A little traffic at the Christmas Circle and in town but there were plenty of places to stop and enjoy the wildflowers and blooming cacti. The drive home was not bad either as we followed Google Maps back through Ramona and home.

This issue covers the almost rained out autocross from February. A hardy group of drivers showed up against the dire weather predictions and had a great time at the Q. Best that we enjoy it while we can, not sure what will happen now that the Chargers have fled to LA and Carson. We will hopefully find another venue to drive on in the vicinity or we will need to put on a lot more track events to satisfy the local desires for enjoying their Porsches in the safest environments.



The closest track venues include Auto Club Speedway (119 miles) at Fontana; where the California Festival of Speed will be at the end of April, the private Thermal Club Track (176 miles) in Palm Springs and Chuckwalla Valley Raceway (218 miles) near Desert Center. Further afield is Willow Springs (204 miles) with Big Willow and Streets of Willow in Rosamond and the Buttonwillow Raceway Park (259 miles) near Bakersfield. Even further out is Spring Mountain Motorsports Ranch (331 miles), another private track near Pahrump and then Las Vegas Motor Speedway (346 miles) and Phoenix International Raceway (341 miles) in Avondale and then Inde Motorsports Ranch (500 miles) in Wilcox Arizona.

Going into Northern California we will have Mazda Raceway at Laguna Seca (437 miles) near Monterey, Sonoma Raceway (525 miles) near Sonoma and finally Thunderhill Raceway Park at Willows which is 600 miles from Coronado. There is also Reno Fernley Raceway at 563 miles to try and cover the tracks in Zones 7 & 8. Next further out is Miller Motorsports Ranch (742 miles) near Salt Lake City in Utah and then Portland International Raceway (1094 miles) in Oregon and High Plains Raceway (1143 miles) near Denver, CO (see ad page 16 for their Club Race)

All that thinking about driving (or towing) is making me tired. Let's find some other option closer please. Maybe we should be using the Porsche Experience at Carson? Note how the thread seems to keep weaving around Carson?

So enjoy your short drive up to Fontana and enjoy the CFOS. Volunteer, drive or just spectate, it is close and will be fun. Come on up to Fontana



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Randy Howard - Rodger Bright - Matt Kenyon -
Juha Matinmaki

Anniversaries

Jae Lee, 20 years - Markus Schnell, 10 years

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*Karen Garcia Raines,
SDR President*

Volunteer Driven

One of the great things about our Region is the wide variety of activities all of which rely on our volunteer participation. Coming up May 5–7 is the Performance Driving School (PDS) – one of our biggest events.

This is a multi-day affair (Friday night chalk-talk in a classroom environment, all day Saturday and Sunday driving) that has many moving parts and requires many volunteers to pull off. This event requires the CDIs, Instructors, the Autocross team, the Tech Inspection team, and general volunteers for success.

The CDIs (Q) have been planning for months. There are many points to consider: the ideal number of participants, which exercises are best. Then throw in the logistics of a two-day event with catering, just as a start for the amount of work.

The event kicks off at Black Forrest Automotive, where our wonderful sponsor hosts the students, instructors for dinner and the chalk talk. This is a valuable first step, allowing everyone a chance to meet and the CDIs to give the students their first lessons in the theory side of performance driving.

The next day starts early with the Tech Inspection Team who inspects the cars, the volunteers who register the participants at the equipment trailer that was set up by the Autocross team.

Saturday and Sunday rely on the Instructor Corps. This event would not happen without them. Multiple skid pads are set Saturday morning with instructors guiding the way for the students. A different set of driving exercises is put in place for Saturday af-

ternoon. General volunteers assist with the exercises as flaggers, as well as keeping an eye on the trailer and the gate during the day. When all the exercises are finished, the Autocross team kicks into high gear and sets an autocross track that brings into play all the elements of the multiple exercises.

Sunday is all autocross all day. Instructors work with the students and non-instructors work the details: flagging, monitoring the trailer, etc.

During all this, the CDIs are making sure things go smoothly by dealing with those unplanned items that inevitably occur. Everyone's goal is a safe, enjoyable event.

As always, I am amazed when I think of how many volunteers it takes to make an event a success. And I am thankful for all the people who are willing to work this hard.

If you have never taken a PDS in your Porsche – I believe it would be impossible to overstate how fun and instructive it is. Sign up now at motorsportreg.com it is filling up fast. It is so much fun and instructive.

The Spring 2013 PDS was how I became inspired to commit to more volunteering for

the Region. These long events, be they a Mystery Tour, the California Festival of Speed, or the PDS, deepen our relationships within the club. The friendships we build as we work and play together are an amazing reward for being members of PCASDR. And these events might inspire you to get more immersed, too.

April is another busy month for PCASDR. Check the calendar and choose your fun. Don't forget the California Festival of Speed, April 21–23, at the Auto Club Speedway in Fontana. Remember, volunteering at this event gets you parking, lunch and an event shirt. Contact volunteer@calfestival.org to pick your shift.



From Putz to Porsche-pilot in two and a half days

We all drive, some better than others. Some of us are fortunate enough to drive vehicles recognized as “best in class”. If you’re reading this, it is highly likely that you are a Porsche driver but, like the cars, Porsche drivers come in a large variety of shapes, sizes and skill levels and it is these skill levels that this article is intended to get you thinking about - mainly because the weakest link in the system is rarely a characteristic of the car and is almost exclusively the driver.

So how do you rate yourself as a driver? Most of us see ourselves as a “good” driver but few stop to ask ... compared to what? We all understand that driving is a dangerous activity but are we really taking it seriously? The list of bad driving habits is seemingly endless: not paying attention, being distracted, using your mobile phone, texting, rushing to get through a questionable red light etc., etc.

Many of us are guilty of any/all of these at some point – even “excellent” drivers make mistakes and even if you are practicing excellent driving, you are not safe from the Putz who makes a bad decision and puts you and others at risk.

Rather than just list things we should not do when driving, I would like to focus on a short list of characteristics/attributes which, when you continue to demonstrate them, will cause you to develop from whatever level you may be now to become a better - and most importantly - safer driver. Think of them as being characteristics of a good pilot.

Awareness is the first trait of an excellent driver. This involves being aware of your environment and is fundamental to making good decisions. The more pertinent information you have the more likely you are to make a good decision. When driving, data gathering takes many forms and can involve any or all of your five senses:

Maintaining a high visual horizon gives you good data early. The earlier you see an issue the more time you have to implement a countermeasure. Instructor tip: Look much further ahead than you are used to.

Regularly checking your mirrors makes you more aware of who is around you and to be prepared to compensate for problems caused by other drivers.

Discipline: a disciplined driver maintains control and focuses on driving. It is critical to be able to quickly assess and dismiss distractions. Using a disciplined approach rapidly enables the ability to make good judgment.

Focus on driving, not conversation, phone calls, not getting the attention of other drivers. If you find yourself trying to make eye contact with other drivers, for whatever reason, you’re not focused on driving.

Concentrate on your actions and their consequences and not admonishing other drivers or trying to “teach them a lesson” because they are doing something such as tailgating.

Avoid competition on the street no matter how tempting it might be. Avoid getting caught up in trying to prove anything to anyone.

Know your limits and stay within them - avoid overdriving.

Calmness: Remaining calm is not just a way to reduce your stress but could literally save your life in an emergency.

Do not give others the power to cause you to become upset or angry and NEVER engage with any driver displaying road rage.

Calmly assessing risks and having the ability to quickly establish risk versus reward will help you concentrate on being a risk evaluator – not a risk taker.

Choose calmly driving around an obstacle rather than panicking and slamming on your brakes only to then become a part of the obstacle.

Respectfulness: Respect the rules and respect other drivers - generally they have the same right to be there as you do.

Bear in mind that not all drivers may be

as competent as you also realize that there are many who may be far more competent and experienced than you. Be respectful if others make mistakes, as sooner or later there is a possibility that you might make one.

Do not try and “get away with” things as you drive – you don’t need to be sneaky or “cheat” to achieve your goals on the street for example, driving on the shoulder or cutting in front of others.

Respect other driver’s/rider’s space – give them room rather than blocking them.

Smoothness: Being a smooth driver has many advantages, from not overloading your contact patches (where your tires touch the road) and risking losing control of the car, to increasing the life of the car and its occupants.

Braking and accelerating smoothly will provide significantly better control of the car.

Applying gentle input into the controls will result in better car control and help maintain the balance of the car. Smooth steering, braking, getting off the gas and transitioning through turns will rapidly help you realize the capability of your Porsche.

Turning into a bend smoothly and accelerating through it smoothly, but firmly, will significantly reduce the likelihood of causing the car to skid or even spin out.

As you get better at smooth driving, you will reach a level whereby if the tires are driving over the lane dividing box-dots, the steering input is so small that it can almost feel as if you steered the car with your mind.

Be well Trained: Like a pilot who has to achieve so many hours of flying per year to retain his pilot’s license, consider enrolling in some driving technique improvement classes.

You have selected a high performance car with remarkable capability for the task of driving - you probably paid extra for as

many performance options as you felt you can afford but, ask yourself, how much time, money and effort did you invest in improving the driver.

Stop driving a state of the art modern vehicle using the same driving techniques as you did when you drove your first car when you were at college. Get with the program!

Show Humility: It is critical that in order to continue improving as a driver that you show modesty and are not full of your own importance.

When discussing driving be prepared to listen and take advice/suggestions/instruction rather than always be giving advice. This is not a Machismo thing.

Overconfidence frequently leads to mistakes and the resulting consequences can be disastrous with damage ranging from a wounded ego to being the cause of an accident.

The above list of attributes is far from complete, but it is a pretty good start. If you work on demonstrating the above, you will become a better driver with improved vehicle control skills and better judgment.

So, far be it for me to accuse anyone of being a Putz, but ... if you’re seriously interested in embarking on the journey towards driving like a Porsche Pilot, San Diego Region of PCA has a Performance Driving School coming up on My 5th, 6th and 7th where you can jump start your improvement program via a concentrated series of instruction and exercises lasting two and a half days.

As a Porsche owner, you will pretty soon realize that \$500 does not go a long way, but, if you can find better value for money than the PCA-SDR Performance Driving School ... you owe it to the rest of us to let us know what it is. I hope to see you at the PDS.

by Keith Verlaque



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March Board Meeting

Attending: Karen Garcia Raines, Tom Gould, Tom Brown, Keith Rampmeier, Bob Hallett, Matt Schiller and Advisor Dan Carusillo. Absent: Sara Gengler

Call to Order: 7:09pm

Secretary (Keith Rampmeier): Approval of February minutes. M/S/P. E-votes: 1) Approve Fall Wine Tour budget from Tom Brown. eM/S/P. 2) Approve AX date change to April 2, due to Qualcomm Stadium taking back April 1 date. eM/S/P.

Treasurer (Tom Brown): Monthly report approved. M/S/P.

Old Business:

President (Karen Garcia Raines): Reminder to Chairs that this is our 60th Anniversary year. Remember that when planning shirts, gifts, goodies, awards, etc. CFOS coming April 21—April 23 and volunteers are needed to help run the event. Reminder that due to insurance concerns, NO drones are allowed at any PCA-related activity or event.

Social Media (Mark M): Request for small microphone to enable clearer recording at events. M/S/P.

AX (Mark Curran): Report and reconciliation for 2/18 AX. Due to potential of rain, event changed to non-points event and no-penalty cancellation allowed. 38 drivers attended and everyone got LOTS of laps. Sadly it sprinkled for only a few minutes, as most were looking forward to driving in the rain! Due to overwhelmingly positive participant feedback, Mark to make a proposal to host similar, limited number of entrants AX events (in addition to our AX series) in the future. Discussion of future decision making when rain is forecast, if/when we need to make the call to cancel, and financial impact of low turnout.

Due to silt and debris from recent rains in the Qualcomm SE Lot, March 4 AX must be cancelled. This was supposed to be a Zone 8 event. Requested that April 2, April 15, or June 3 could be designated as a Zone 8 event by Zone-8 AX rep. M/S/P.

Goodie Store (Bob & Betty Hallett): Discussion of 60th Anniversary Swag possibilities (hats, shirts,

pins, stickers, patches) and which might have highest appeal.

Concours (Cara Lyn Greco, Bob Schweizer): Samples of possible 60th anniversary shirts to help offset Concours costs. Proposed to shift them to the Goodie Store for sale and order some for store stock. M/S/P.

AX-CDIs(Keith Verlaque, Andrew Raines, Rick Richardson): Will be notifying instructors about the BMW Tire Rack Street Survival Teen Driving School in case they need help. Spring Performance Driving School (May 5-7) registration is open and we need volunteers & instructors.

Sponsor Liaison (Jim Binford): Hoehn to sponsor Porsches and Parks, and Fall Wine tour event. Porsche of San Diego to sponsor mid-year gathering (60th Anniv & New Member party) at their new Porsche Classic facility and the Concours. TC's Garage providing a gift basket for the Concours. Haggerty Insurance requested opportunity to have a booth at a future event.

Social (Victoria Varon): Porsches and Parks has 37 cars signed up. Proposed May 13-14 for Mystery Weekend. M/S/P. Tentative June 24 for New Member Party at Porsche of San Diego. M/S/P. Victoria will be retiring as social chair after this year, so we need a new volunteer to start learning the ropes.

Rally (Tom Gould): The March 19th TSD event starts in Bonsal/Fallbrook area, insurance is in place, route is finalized, 30 cars signed up.

Witness Billing (Tom Gould): Same number of advertisers, no one in arrears.

Membership (Genette McGowan, Gisele Gonzales): +24 new members in February. 1645 Primary, 961 Affiliate, 2606 Total. New member certificates were redesigned to be "Event Vouchers" as requested by Board.

Automotive Museum (Michael Harris):

The Car Club corner features a 60th Anniversary display honoring the San Diego Porsche Club. John

Straub's 1967 911 coupe "Barn Find" is the star. This original early 911 survivor is unrestored except for the mechanicals and the addition of Minilite mags replacing the chrome 15-inch factory wheels. The display also features Club memorabilia.

The main display features "First Responder" vehicles including civilian and military vehicles. Local police/sheriff cruisers, several ambulances from local law enforcement agencies and military groups, fire trucks, and a 1925 Buick SDPD "Paddy Wagon" are all displayed including related safety equipment. A number of videos reflect the danger involved in these missions. The Annual Gala and Fund Raiser honoring first responders will be held Saturday, March 18th from 6-9pm at the Museum. Two unusual autos from the collection will be auctioned. Phone 619-398-0301 for tickets.

Also new to the display are several modified older vehicles including a 1968 V-10 powered Dodge Charger, a 1953 Studebaker Champion coupe, and a '57 Chevy 210 coupe. For luxury car enthusiasts there is a 1958 Cadillac 75 Fleetwood Limousine, the type of vehicle that carried presidents of corporations and countries as well. The exhibit runs through the end of May.

Other Committees: No report submitted for this month.

New business:

PCA National sent SDR a 60th Anniversary standing banner and lots of window decals.

National Board Meeting (Tom Brown): Tom attended February 10-12 National Board meeting in Carson. Topics included: Social media and the need for monitoring/moderating social media outlets, potential localized social apps, the recent significant growth rate has National preparing for further expansion of Club, and votes on several proposals for Zone reconfiguration.

Announcements:

Thank you Mike and Carmen Brown for hosting!

Next meeting: April 5 at Varon Home, 5859 Ranch View Rd Oceanside, CA 92057

Adjournment: 9:04pm



Join your fellow Porsche Club of America members at the 62nd Porsche Parade on July 9-15, 2017. Parade is PCA's annual, weeklong event enjoyed by several thousand of your fellow members, who will gather this year in Spokane, Washington.

Parade participants will enjoy Driving Tours and a Gimmick Rally to explore eastern Washington's mountain vistas and high desert, the Concours at Riverfront Park, an Autocross, and a Time-Speed-Distance Rally to test your competitive spirit.

When you want to step away from driving, Spokane is a walkable city with award-winning eateries, the Cork District tasting rooms, craft breweries, and boutique shopping. Bring the kids, too, as they'll be kept busy with activities such as model Porsche Concours, RC Car racing, and an ice cream social (well, adults can join in the ice cream, too).



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PDS: 3 Day Schedule

Friday	6 pm to 9 pm	Black Forest	Chalk talk / class room
Saturday	7 am to 5 pm	Qualcomm Stadium	Driving exercises
Sunday	7 am to 5 pm	Qualcomm Stadium	Non-Competitive autocross

To Register: <http://www.pcasdr.org/events/2017-05>

For More information: cdiq@pcasdr.org



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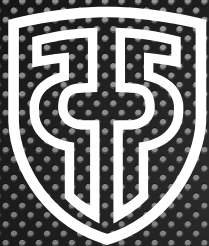
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March 60th Anniversary Winners Announced!

As you may have read previously here in the Windblown Witness, we are celebrating 60 years of the San Diego Region of PCA this year. Part of that celebration is a free entry for the 60th entrant to certain events, during the 12 months from February 1, 2017 to January 31, 2018. (See the February issue for full details.) After several events have come and gone, we finally have a winner! Dave Sanderlin was the 60th region member to register for the St Patrick's Day Progressive Dinner and therefore won a free registration to that event. (FYI: The February no-points/rainy day autocross only had 38 entrants, the March autocross was cancelled and the CVR Time Trial only had 58 region members attending.)

Additionally, every 60 days this year, the region will be giving a prize to a randomly drawn region member. At the February board meeting, the board of directors decided the first prize would be a free entry for two to that same event, the Progressive dinner. The lucky winners of the free entry for two were Ben and Joanne Wainscott.

Congratulations to Dave Sanderlin and Ben & Joanne Wainscott! Thank you for your support of PCA-SDR.

Contest Clarification

The Board of Directors would also like to announce (yet) another clarification to the event attendance contest. To refresh your memory, those that attend 40, 50 & 60+ events during the course of the year will be recognized at the 2018 Winter Formal and 60th Anniversary Party. The new clarification is that multi-day events will count as one event for each day. This means time trials, mystery weekends, PDS, etc. After all, it is fairly obvious that the Porsche and Parks tour should not be counted the same as attending a Last Tuesday Social.



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April 2017 - May 2017

Apr 2 Sunday Autocross QualcommWest 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

Apr 5 Wednesday Board & Member Meeting

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

Place: Victoria Varon home. 5859 Ranch View Rd, Oceanside, CA 92057, 760-481-5212

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

Apr 8 Saturday HRE Tech Session

Time: 9:00AM to 1:30PM.

Place: 2611 Commerce Way # D, Vista, CA 92081

Details: HRE Wheels will host a personalized tech session for the PCA, San Diego Region on April 8th 2017. Attendees will be able to see and feel the quality of HRE's latest wheel designs in person and learn first hand about their manufacturing process. HRE is the premier manufacturer of aftermarket high performance wheels, their wheels are highly coveted by auto enthusiasts worldwide. Attendees will be treated with a private guided facility tour, and the opportunity to hear from guest speakers. HRE will provide attendees with a catered lunch and gift bags.

Registration is required for this event, personalized gift bags will be provided to attendees of the session. Registration is now open: <http://www.hrewheels.com/events/hre-experience-event-porsche#.WKOeVX-83YQ>

Apr 9 Sunday La Jolla Motor Car Classic at the Concours

Time: 8:00AM to 5:00PM.

Place: La Jolla Cove Ellen Browning Scripps Park, 1133

Coast Blvd La Jolla, CA

Details: PCASDR is participating in this free event outside of the La Jolla Concours d'Elegance. Not a PCA-SDR sponsored event

Apr 15 Saturday Autocross Qualcomm 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

Apr 21-23 Weekend CFOS TT & Club Race

While not an SDR event per se, the Time Trial at the year's biggest Southern California Porsche event, PCA Zone 8's California Festival of Speed, is part of our TT

series.The Festival website is <http://CalFestival.org>

TT Registration opens at 9:00 am on March 5 at <http://cfos.motorsportreg.com>.

Apr 25 Tuesday LTS - Grub Burger Bar

Time: Starts at 6:30PM.

Place: 12045 Carmel Mountain Rd #303, San Diego,

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

Apr 30 Sunday

PCA-SDR Cars & SDR (Escondido)

Time: 10:00AM to 12:00PM.

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

Details: Vinz is an upscale wine bar with an exquisite menu and eclectic beer and wine selection. They offer boutique cigars for their outdoor patio or bring your own with no cut fee! Join us on the last Sunday of the month starting at 10am for a mimosa, a glass of wine, or a relaxing cigar and check out some of the best cars in the region. Plenty of parking and non-smokers welcome to the tables inside the restaurant.

May 1 - June 16

Monarch Socks & Underwear Drive

Please bring New Socks and New Underwear (and other stuff which includes body wash, shampoo, conditioner, lotion, and gently used shoes) to any SDR event from May 1 to June 15. There will also be a monetary donation box at various club events and the Charity team will do the shopping for you :)

Please contact Lori Chesley at charity@pcasdr.org if you have any questions.

Thank you for your help with this worthy cause.

Who are we? We are SDR and we are awesome!!

May 3 Wednesday

Board & Member Meeting

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

Place: Tanaka/Fenstermaker home 337 Skyline Drive, Vista, CA 92084, 760-603-1150.

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



May 5-7 Weekend

SDR Performance Driving School

This three-day school (Friday evening, Saturday and Sunday all day) is intended to teach PCA members Performance Driving techniques in their Porsche. This is not a driver training class to teach attendees to drive. Entry requirements to this school are that you must be a PCA member, driving a Porsche and already be fully able to drive.

Increase the enjoyment of Porsche ownership by significantly improving their driving skills. This safe, educational, fun and rewarding weekend normally sells out so don't delay – register early.

No prior Performance Driving experience is required. Up to 2 PCA members per Porsche may register – each member must register separately.

May 6-7 Weekend

Luftgekühlt 4 (Porsche Car Show – Los Angeles)

-It's hard to believe that this coming May will bring us the fourth iteration of Patrick Long and Howie Idelson's now iconic Porsche car show, Luftgekühlt. Initially branded as a series of "automotive-themed events featuring a tightly-curated list of historically significant or interesting cars – both race and street" Luftgekühlt has quickly become a cult of all things air-cooled. Long and Idelson announced the date for their latest show, Luftgekühlt 4. It's the first weekend in May (the 6th – 7th) and will be held somewhere in Los Angeles.

This is not a PCA-SDR sponsored event but all members are welcome to attend.

May 11 Thursday

Movie Night – Guardians of the Galaxy Vol. 2 (Carlsbad)

Time: Starts at 5:45 PM.

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

Details: Join us for a night at the movies! We are reserving a theater exclusively for the Porsche Club, San Diego, in the Regal Carlsbad 12 to view the movie, "Guardians of the Galaxy, Vol. 2." You must purchase your ticket in advance through motorsportreg.com (just visit www.msreg.com/guardiansofgalaxy)

May 13-14 Weekend

Mystery weekend

Back by popular demand is the infamous Mystery Weekend!! We will be hosting a weekend tour to a super secret destination beginning at 9am on Saturday, May 13 to Sunday, May 14.

More information is coming. Save the dates.

Questions?... email VictoriaVaron@gmail.com.

May 20-21 Weekend

SDR DE/TT

In May we make our triumphant return to the newly refurbished Streets of Willow Springs for a novice DE and experienced driver Time Trial running clockwise again!

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

May 21 Sunday

Back Country Roads Tour

Time: 8:00am - 12:00 pm

Place: TBD

PCA San Diego Region offers you another opportunity to enjoy driving your Porsche on some great backroads

PRE-REGISTRATION IS REQUIRED – CLICK ON <http://pcasdr.motorsportreg.com/>

May 28 Sunday

PCA-SDR Cars & SDR (Escondido)

Time: 10:00AM to 12:00PM.

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

Details: Vinz is an upscale wine bar with an exquisite menu and eclectic beer and wine selection. They offer boutique cigars for their outdoor patio or bring your own with no cut fee! Join us on the last Sunday of the month starting at 10am for a mimosa, a glass of wine, or a relaxing cigar and check out some of the best cars in the region. Plenty of parking and non-smokers welcome to the tables inside the restaurant.

May 30 Tuesday

LTS - Havana Grill (Clairemont)

Time: Starts at 6:30PM.

Place: 5450 Clairemont Blvd, San Diego, CA 92117.

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



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TSD Rally March 19, 2017



The current rally committee continues our not very well hidden agenda of bringing more participants into the potentially challenging Time Speed Distance (TSD) area of the rally world. To that end we held a TSD rally on March 19th in North county San Diego.

We ask all participants to register on MSReg.com in order to aid with logistics and communication. The rally quickly became fully subscribed at 30 cars, 60 participants, (Driver and Co-Driver / Navigator).

Even after registration closed we had continued requests to participate so we opened the doors to all teams on the wait-list.

The day started early (for a non-track day event) as the rally committee arrived by 7:50am to setup the registration table and sort out the various inevitable last-minute details that appear at any event, no matter how well pre-planned.

After registration was complete, thank you Krishelle Marc-Aurele, Eric Marc-Aurele and Tom Gould provided the general rally instructions and

described rally specific terminology such as; FLR (Follow the Lined Road if you come to a point where you can follow both a Lined and Unlined Road), CAST (Change Average Speed To X mph until the next instruction). Eric also distributed the Rally Course Notes that described the challenging route developed by Tom. We then opened the forum to general questions and had surprisingly few, thanks no doubt to Eric's most excellent rally instruction hand out that was emailed a few days

prior to the event. Thanks to the participants for reading the info before coming out to Bonsall.

Forty "rallyists" (Drivers and Co-Drivers) along with 6 rally committee members and 4 volunteers, (thanks Krishelle Marc-Aurele, Lisa Gould and

Monique and John Straub), participated in the TSD Rally. The route was in Bonsall / Fallbrook / De Luz and covered nearly 95 miles, which took most teams about 2 hours and 15 minutes to complete. What the heck is a Time Speed Distance rally? TSD rallies can be great fun. All you need is a





vehicle, a route, route instructions and a team that works well together. They can be held on most any road and since the rally route is designed to be transited at speeds equal to or less than the posted speed limits, they can be done with minimal concern from intervention from law enforcement. Wikipedia defines a TSD rally as “A regularity rally, also called time-speed-distance or TSD rally, is a type of motorsport rally with the object of driving each segment of a Course in a specified time at a specified average speed. The rally is usually conducted on public roads, but sometimes includes off road and track sections. Contestants usually compete in teams composed of an amateur driver and navigator. Teams usually start a regularity rally at fixed intervals, creating a field that is spread along the course” https://en.wikipedia.org/wiki/Regularity_rally.

TSD participants are challenged to complete a specific distance, within a certain time period (duration), over varying roads. Prior to an event the Rally Master will have created the route, determined the ideal / perfect time to complete the various route segments and documented this information. As the rallyists drive the route they attempt to transit from checkpoint to checkpoint in the ideal time. Rallyists have points added to their score for every .01 minute (one hundredth of a minute!!) differential from the ideal transit time. If you transit too quickly, you gain points, if you transit too slowly; you gain points and get grief from your friends. The goal is to have the lowest total score in this event.

A good score was ~ 100 points per segment, a competitive score was 70 points or less = 0.7 minutes = 42 seconds over approximately 22 miles. An integral part of the rally is the odometer cali-

bration. In order for a rallyist to perform competitive CAST, they must have a good idea of for what distance they should maintain that average speed. Since no rallyist's odometer will indicate exactly the same as the Rally Master's, the rally includes a segment where the rallyists; zero their odometer, drive a specified distance, compare their odometer results to the Rally Master's and apply a correction factor as required. WARNING, this involves arithmetic. Some teams did this more effectively than others.



The Rally Committee awarded beautiful trophies, sourced by Robert Halleck, as follows.

Results

1st place

Jim Mazzola (Driver) Jim Hinrichs (Navigator)

2nd place

Jim Nickolas (Driver) Clark Korb (Navigator)

3rd place

Alan Pentico (Driver) Ed Pentico (Navigator)

4th place

Steve Hedrick (Driver) Susie Hedrick (Navigator)

1st place expert class

AB Bortolin (Driver) Janet Bortolin (Navigator)

A special award was “given” to the team of Dana (Driver) and Ryan (Navigator) Wainwright. They scored 4 points total on the second segment. They were only 0.04 minutes (2.4 seconds) off the ideal time!

Thanks also to Rally Committee members Paul Young Sr., Don Fitzgerald and Michael Pykelny. We could not have done this without you.

It was a good day; the winter rains made De Luz as beautiful as I have ever seen. More importantly the Rallyists had fun and the Rally Committee organized a successful event. Look for the next event on June 25th which will also be TSD focused. Hope to see you there.



THE VIEW FROM THE BACK (February)



By Steve Eisler

Photos by Greg Phillips & Keith Rampmeier

The February 18th auto cross (AX) was going to be special for us. My brother, Don, and his girlfriend, Barb, were going to be visiting us from Denver. Don has recently sold his limo business in Denver and needs a new interest to occupy his time. Perhaps he needs a Porsche. Whenever I visit him he always hands me the keys to a car. "Here, the Suburban is not scheduled for the week" or "Take my Explorer, I am driving one of the company cars this week". When I express concern driving his cars he replies, "It's just a tool. It's like a hammer. You wouldn't hesitate to borrow a hammer."

It is going to be very interesting to see how he reacts to a group of people who love, pamper and name their cars and even cover them when they are in the garage! I also want to see how the professional chauffeur reacts to a ride with some of our instructors.

As Saturday approached the weather reports grew progressively worse. They were predicting gale force winds on Friday and rain all day Saturday. For a time it looked like the event might be cancelled. But Mark Curran, the AX chairman, and a few dedicated volunteers set the course in heavy rain on Friday night. Chris Riordan sent an email Friday night stating "Due to the weather, tomorrow's AX is being designated a Non-Points event." Participants had the option to cancel their registration before midnight and not incur a charge.

Kathy did not want to be "wet and cold all day" and we cancelled her registration. She, Don and Barb would visit if the weather was not too bad. I finished my pre-race checklist, set the alarm for 5:00 am and packed some extra clothes and rain gear.

It was clear Saturday morning and after Tech inspection the sun actually came out. Jerry Bumpus was making some test runs in his position as Safety Chair for the day and asked me if I wanted to ride and check out the track. We did two fairly spirited but not full out laps. Even though I had not taken any motion sickness medication, I felt fine after the rides. Perhaps I am finally getting over this problem.





At the drivers meeting we decided to combine the 6 run groups into 4 groups. Groups 3 and 4 would work the corners for 1 hour while groups 1 and 2 drove for 30 minutes each. There was no timing equipment, computers or scanning equipment at the stadium so we just drove as many laps as we could fit into a 30 minute period. After one hour, the track was cold (shut down) while the groups changed places.

While I was working the starting line Don and Barb arrived. Jerry took over my starting duties and I had them sign the waiver and introduced them to Mark Curran, got their helmets and went back to the starting line while Mark explained what they were going to do. A few minutes later I saw them being loaded into the back seat of a Cayenne driven by Bryan Van Noy. Bryan had been driving the Cayenne briskly so I knew that they were in for an E ticket ride! When they came to the starting line I wished them good luck and waved them off. At the end of the lap the Cayenne pulled off of the pit lane in front of the trailer; the back doors flew open and Don and Barb jumped out of the car like it had been equipped with ejection seats. To their credit, Don later took a ride with Jerry Bumpus and Barb rode with Don Auten but they only lasted one lap each. I guess my brother will continue to use Lincoln Town cars, Suburban's and Maxi Vans as his hammers of choice.

Group 4 at the end of the second hour was my turn to drive. With no lap times available it was hard to determine

if taking a different line on a section helped or hindered your performance but made driving it easier and more relaxing because there was no competition.

I worked on getting closer to the apex cones and tried to do trail braking as Adam had suggested at the last autocross. I felt like I was doing well on the first half of the course but the 180 degree turn in the northeast corner of the parking lot was giving me fits. I was either braking too soon, going into the turn too slowly or carrying too much speed and not getting the car to turn properly. I didn't get that turn right all day! I also discovered that I seem to go faster in the first half of the course and am not as aggressive in the last half. Another opportunity for improvement! In 30 minutes everyone got at least 10 laps and some people even stopped early to preserve their tires.





After everyone had a chance to drive we had a meeting to determine if there was any interest in driving the course in opposite direction for the second session. It was a very democratic process and most of us wanted to continue in the same direction and discuss reversing the course after the second session.

Although it was getting colder, the course remained dry during the third hour. Once Jerry and I got everyone properly spaced we tried to run continuous laps. Instead of standing at the starting line, we moved to the other side of the pop-up tent. If the spacing was adequate, we waved the green flag as each car came down the hot pits giving them a running start and allowing time for more laps. Everyone seemed to love the flying start and having an extra turn added to the course!

Group 4 was about half way through their stint when it began to rain. It was light but I did have to use the windshield wipers. I may have slowed a little because of the rain because I did not feel the car slide in the wet conditions. I did try to use the Sport Chrono and got some self-timed laps in the 1:35 range.



The rain had almost stopped when we convened for our final drivers meeting. Consensus was to continue driving in the same directions and run for just 15 minutes for each group. Corner workers might have to work in the rain so that everyone would have one more chance to drive but that was what we agreed to.

I started while Jerry did his laps. Anastasia Berta was also using her Sport Chrono and got down to the 1:30's in her last session on a dry track so I was not too far from the middle of the pack. I skipped my last session to get home, help Kathy with dinner and see how our guests liked their AX experience.

Both Don and Barb agreed that when they buckled into the back seat of that Cayenne they had no idea what they were about to experience! Neither had driven a sports car and riding in one on the road is totally different from the action on the AX course. As I drove them to the airport on Tuesday night they agreed that the two highpoints of their visit had been the San Diego Safari Park and their AX experience.

So, if you have not given your Porsche the opportunity to show you what it is capable of in a safe environment off the public highways, you need to register for the upcoming Performance Driving School or join us at the back of the pack at the next PCA-San Diego Region Auto Cross.



SDR Autocross 2-18-17



944 at CVR Round 2 CCW



Text & Photos by Greg Phillips

Although still officially winter, the desert turns quickly and the prediction was for warm weather as we returned to Chuckwalla Valley Raceway for our second track event of the year. Although we were back at the same track, there were going to be a few changes. The first was that we were going in a different direction, counter-clockwise and the bigger change is that we would be using the CVR Ranch cabins for the first time. Along with the convenience, they were also popular due to the lack of an official event hotel and high prices in the Coachella Valley due to other events.



It was a small caravan leaving Black Forest on Friday, Mark Rondeau towing his 911SC and Steve Grosekemper towing my 944Spec. And then there was the wives car with Sharon Grosekemper driving my wife Pat Corona-Phillips to the track. With the nicer accommodations, a few more wives were now willing to attend at CVR track weekends.

The drive to Indio was uneventful and we made it to our lunch stop, El Campanario Restaurant and met up with Dan Chambers and Mark Rondeau's mother. After another great meal with fresh corn tortillas we were back on the road; first with a stop for gas and last minute shopping and then on to the track. Although the track was in use by a motorcycle group and we would not be able to get in until after 5PM, the cabins would be available at 4PM and we could use the pass code provided to get in and start unpacking.

There were 40 cabins installed and they were well laid out to allow for easy trailer maneuvering and parking. A little more variety in color would have been helpful as they are all the same shape, color and size and the only way to tell them apart was a small number in the wall! But once inside they



were quite nice. Main room had a dining table and sleeper sofa with flat screen TV along with 2 electric burners and a full size refrigerator and microwave for the kitchen area. There was a vanity sink outside the bathroom with full size shower stall. And in the bedroom was queen bed with a clothes rack and a bench to sit or place luggage. And there were 2 wall AC units, one in the front room and one in the bedroom.

There was good line forming as we neared 5PM and since Steve was going to be setting up tech inspection we were allowed in early to get set up. Most of the motorcycles were gone and we were able to set up the 911SG compound near the shower facilities and next to Robert Baizer and Jack Miller to simplify communication lines. While we were using the cabins, Mark and Dan would be tent camping in the compound along with the other RV's.

Although this was the weekend for the time change, it was still an early sunset and even with the full moon it gets dark in the desert. After finishing tech Steve and I would be driving back to the cabins, he on his electric scooter with lights from his cap and



I was in the 944Spec using my headlamp strapped on to the outside mirror for illumination. I followed Ricardo Olimon's Cayman with real headlights and we made it safely although Steve did pass me on the scooter at one point.

Back in the cabin Pat had unpacked and we were ready to cook for dinner. We had a Costco steak and although there was a portable gas grill provided in the cabin we did not see they provided a gas container until later and instead used the stovetop and skillet. Took a while to get used to the electric burner but soon it was cooking away as we also checked out the DirectTV and also Wi-Fi available in the cabins. There was a good variety of stations available although the shared Wi-Fi was a bit slow it was useful. After dinner and a movie we turned in for the night and enjoyed a comfortable bed.



Saturday was an early morning as I headed to the track and then got the 944 ready for the day and set up the cameras and the Dual Bluetooth GPS and phone to use Harry's Lap Timer for data. Soon it was time for the instructors meeting and then the drivers meeting. Jack reviewed the event and safety considerations and then Robert covered the instructor-student pairings. Although I had originally been assigned a Green DE driver, I was now instructing Ryan McClune in his CC09 2001 996 C4. Although this was his first SDR track event, he had a lot of AX experience and had also done track events with his father back at Pocono. This would make it a family affair as I had also instructed Ryan's father at a PDS in Ryan's Boxster.

While Green was in their lecture, Steve was out first in Red. We were starting on a new set of Toyo RA1 tires to heat cycle so he was planning on going easy



on the tires. Rick Levenson took advantage of the cooler weather and started quickly in his CC15 GT3 and led the pack at 1:58.38 with Jad Duncan next at 2:00.17 in his CC13 996. Steve started out late and turned a 2:14.14 before the session was red flagged due to a fire in the #114 914. Steve said there was a gas smell that he thought was coming from one of the filler hoses and he checked but found no obvious leak.

I was out next and the RA1 tires were comfortable and after the yellow flag laps I started picking up the pace. Ricardo's Cayman had a new suspension setup and he was getting used to it and going slowly but most of the session I did not have much traffic and my best lap was 2:13.72. Jack Miller led in his Lotus at 2:02.58 and Christopher Riordan turned a 2:04.79 in his CC12 996. Isabella Busalacchi served notice in 944Spec with a 2:08.98. The gas smell was still present but decreased as the session went on.



Ryan was up next in Yellow and we were a little late getting out and soon saw the green flag as he picked up his pace and found his way around the track for his first time. His first laps were 2:33 and then he kept improving and finished the session with a best of 2:23.50. Alain Stad, who had been my student at the last event continued to improve under Jad Duncan's instruction and led the group at 2:09.12 in his CC14 GT3. Steve had worked some more on the filler hoses and hoped it had solved the gas smell.

After Green had done their exercises, Steve was up in Red and took just a few laps in the 944 and had a best of 2:12.16. A couple of Radicals were out to enjoy the track and led the pack with Chris Margarites turning a 1:52.91 and Kert Zavar a 1:56.03. Jad Duncan was the first Porsche at 1:57.19 with Rick Levenson and Martin Mania close behind in their CC15 cars and then Jae Lee's CC16 911 at 2:01.09. Mark Rondeau's CC08 911SC was at 2:03.78 with Dan Chamber's CC10 911SC at 2:05.54.



My Orange session was next and although the first lap was uneventful, on my second lap I was catching Shawn Flanagan at the end of the back straight and as he went over the hill he over-cooked it and locked up and slid off the track to the inside and saved himself a point-by on the next straight. It turned out to be my fastest lap at 2:12.85, chasing a rabbit often helps. Jim Duncan led the group at 2:02.11 and Isabella was still fast at 2:08.75 with Chuck Sharp at 2:11.08 and John Rickard at 2:16.62 in the Spec944 pack.

Ryan was out next in Yellow and he continued to improve as he learned the track and get comfortable with the added speed from an autocross. His



best was down to 2:17.31 and Alain Stad again led at 2:06.18 and Hassan Zaidi was getting used to his GT4 at 2:13.63.

Steve's next Red session was in John's 944 at 2:11.04 before traffic became an issue for him. The Radical was still quickest but now Sohaib Kureshi was improving with his X class 911Cup car and down to 1:57.72 with Jae Lee close behind at 1:57.80.

My session as next and the first few laps were clear with a best of 2:11.25 until I got caught up in traffic and had a good dice with a blue Cayman. Horsepower allowed him to pull away on straights and I had to try and pull back some distance in the corners and especially in the bowl. Chuck was down to 2:09.56 and Isabella was consistent at 2:08.87. Tony Nufer was coming to grips with his CC13 911 and down to 2:06.07 but Chris Riordan was backing up with a 2:08.60 as he worried about his 996 oiling system and pressures in the long Chuckwalla sweepers.

Ryan was back out for his last session before lunch and his best lap was at 2:19.06. He was still braking too hard for a few corners, especially coming in to the bowl. He blamed his lizard brain for not believing that the car would stick and braking too hard each time. Alain Stad continued to improve and was quickest at 2:03.92.



While I was out with Ryan Steve swapped tires and put the RA1's back on the trailer until Fontana and he put on some of our older 911 tires to use up. In front was a new set of older Hoosier A7's 225/50/16 and in back was a set of mildly used Kumho V710's in the same size. Not legal for Spec944 but this was a good opportunity to use up some 911 tires at the track.

Over lunch we had to rescue one of the 944 contingent. John Rickard's Spec944 had started making a bad noise and was parked near the track entrance and needed to get towed back to his trailer. So Steve took our 944 and used his trick ratcheting tow rope to tow John's car back to his trailer. John was done for the weekend but Sunny Rickard would continue in Isabella's car.



After lunch Steve was up first and enjoyed the grip from the tires and dropped to 2:08.25 although he felt the balance was a little off with the mismatched tires and planned to adjust the sway bar after my session. Sohaib had another good session at 1:57.99 with Jae Lee, Martin Mania and Rick Levenson all under 2:00 but with the Margarites Radical best at 1:52.66. Aero and light weights pay great dividends at Chuckwalla. Mark and Dan were neck and neck at 2:05.13 to 2:05.51.

In my Orange session I was able to improve to 2:10.35 and Ricardo was now enjoying his Cayman and dropped to 2:08.25. Isabella finally dropped under 2:08 at 2:07.89 and Alain Stad was now in Orange and ran a 2:05.03. Peter Jungwirth led the group at 2:03.16 in his CC14 Cayman R.

Ryan was up next in Yellow and continued to do well and had a best lap of 2:13.99. Vinh Ly started



putting his laps together in his CC10 997S and turned a 2:10.66 to lead the group with Hassan Zaidi close behind.

With the rear sway bar disconnected Steve improved to 2:07.97 in his next session and Jad Duncan had a 1:56.96 to lead the pack with Jae Lee next at 1:57.33. Mark and Dan were still close although Mark had pulled out a 1.05 second lead.

In my session I was able to improve to 2:10.10 and the taller tires had slightly different shift points to get used to. Isabella was back to 2:08.31 and Robert Baizer came out to check us out and led at 2:02.69 in his Lotus Exige Cup. Peter Jungwirth was next at 2:03.67 and Annette Matthies close behind at 2:03.95 in her GT3 and then Alain Stad at 2:03.98 in his GT3. Yes the GT3's are very fast.

Ryan was up next and continued to do well and had a best lap of 2:14.03, but pushed a little too far and dropped 2 wheels off into the dirt. And to add insult to injury; when he came off the track he found his IMS Guardian was activated signifying that there was metal in his oil. So he planned to



stop and did not go out for the final session. Although he initially thought his weekend was over, after closer inspection he found that the wires to the Guardian were not connected, possibly from his off-track excursion.

My last session continued Ryan's luck. When I was reviewing the lap details on the website for the article I did not find my name listed and I assumed I must have skipped the last session. But after further review, I did go out but did not complete a timed lap. I was out late after getting a pep talk and told to push harder and then I was flagged onto the track with the Busalacchi Alitalia livery 944 behind me. I stayed ahead until the back straight and then pointed it by on the next straight and then tried to learn from their line. They were pulling away slowly and then got loose coming onto the front straight and dropped 2 wheels on both sides and I was able to close up as they lost momentum and I was able to hang with them through the next corners and the bowl. We were even down the back straight and I went a little deeper than usual and then found I was closing too quickly and got harder on the brakes and locked them up completely and went straight off



and into the dirt. As I turned to head back onto the track I could see the smoke, white and then brown as I transitioned from pavement to dirt. The track was clear and I slowly drove around the track with severely flat-spotted tires and then pulled off and into the pits.

It turned out that it was Peter Busalacchi I had been chasing in Isabella's car and he had a best lap of 2:08.43 on his first timed lap as I had been chasing him. Tied for top spot were Rich Gildersleeve in his CC14 GT3 and Annette Matthies at 2:02.89.

Both of the front A7's were more than flat spot-

ted. I had gone through the tread and then through the steel cords. The only reason I had not gone all the way through and into the air was that I ran out of pavement. Although the rear tires were fine, we had no match for them and so we decided to put on our used set of Toyo RR's for the rest of the weekend and timed runs and then plan for a new set for Fontana.

After changing the tires and Steve prepping the 944 we were done at the track and headed back to the cabins for dinner after cleaning up. I had downloaded some of the videos and we looked at them, including my tire-smoking off while dinner



was being prepared. Sharon was cooking up some Jambalaya and along with Dan and Mark we set up the outside tables and had a great dinner under the full moon and stars and enjoyed to food and company.

Sunday morning was not as early as there was no tech or drivers meeting. I had readjusted the cameras to try and get a better view of the track and the car was otherwise fine with the tires. Steve took advantage of the cooler air and "new" tires and turned a 2:05.55 in his session. Jad Duncan led at 1:57.11 with Mike Avitt's CC15 GT3 improving to 1:58.67 and then Jack Miller's Lotus at 1:58.72. Mark was down to 2:02.05 and just behind Robert Baizer's 2:02.00.

My first session started poorly, the 2 yellow flag laps stretched out past 3 laps and led to a large train of cars and traffic that took awhile to sort out. Then when we were finally moving a white 911 dropped coolant in front of me on the straight before turn 7. I could smell it and my windshield



misted over and then as I was braking early for the corner I still almost went off as I hit the slippery section. It took a couple of laps to finally black flag him and get him off the track but it was hard to commit knowing there might be some coolant elsewhere. My best lap of 2:10.86 was on my last lap. Isabella had improved to 2:05.62 on what I hoped were new tires. Bob Zurcher led the group in his Radical at 1:58.25 and Ricardo improved to 2:05.50. Other drivers came in early as they thought they had brake problems.

Ryan took his time at the track to find a spare oil filter and oil and pulled his filter and checked for any metal. Not finding any metal he decided to continue his weekend and call the IMS Guardian a false alarm. So we were out for his Yellow group after they cleaned up after the spill. We had a little better luck with yellow flags and his session went well with a best lap of 2:16.86. Hassan was improving and led the way at 2:09.14 followed by Vinh Ly and Tammy Gildersleeve with the 944's of Dave Diamond and Debby Sharp close behind.

Steve went out in the SFRS Racing 944 to help check out their suspension and general setup and also some instruction and had a best lap of 2:12.46 in their car. The Radical was down to 1:50.31 and Mike Avitt was next at 1:58.29 with Jack Miller next at 1:58.52.

My next session went much better and I was able to improve to 2:08.45 with Isabella at 2:07.64 and Chuck at 2:09.06. Peter Jungwirth led with a 1:57.73. I was working on using less brake or no brake for turns 3, 15, 14 and 12 and carrying more speed through the bowl #13. It is all about momentum and commitment with the 944.



In the last Red session before lunch, Steve was out again in the SFRS machine and turned a few laps before coming in early. Mike Avitt and Jack Miller stayed neck and neck 1:58.49 to 1:58.54 and Mark dropped his best to 2:00.57. The weather was having an impact as the run groups were getting smaller as some people were leaving early in the warm weather.

In Orange I had another good run and turned a 2:09.49 which was just behind Chuck's 2:09.23 and further behind Isabella's 2:06.57. Peter Jungwirth again led and Annette Matthies had another good session at 2:02.56 and just ahead of Alain Stad at 2:03.90.

Ryan was up next and we continued to work on less braking for the bowl and carrying more speed in the bowl but traffic limited his lap times and his best was a 2:16.81. Hassan at 2:06.21 and Vinh at 2:07.45 were both improving over the weekend.

Over lunch we also had our final drivers meeting to review the timing procedures after the last practice sessions. This time Ryan was out first and



was putting better laps together and dropped his best to 2:12.65 and Hassan dropped to 2:06.00

Steve and I both decided to skip the last practice session and try to save the Toyo RR's for the timed runs so we worked on getting things packed up and then it was time for timed runs. The big dogs were off first and Jad Duncan's CC13 996 picked up where he left off in January and turned a 1:56.01 on new tires to take TTOD and top BRI also. Robert Forrester was second in his CC14 2012 Carrera GTS at 1:58.90 and then Mike Avitt at 1:59.12. Fourth went to Dan Chambers in the CC10 911SC at 2:01.29 and second in BRI on his new Hoosiers. He took advantage of being flagged



off right behind Don Middleton and used him as a rabbit to chase. Don ended up in 6th at 2:02.42 in his CC12 1985 Carrera and in 5th was Alain Stad in his CC14 GT3. Rounding out the top ten were Robert Baizer and Russell Shon in their Lotuses at 2:02.73 and 2:03.53 and then Jim Duncan at 2:03.77 and Hassan Zaidi at 2:03.79 in his CC13 GT4.

I was taking pictures for the first sessions and soon Steve was in line for his laps and was flagged





off. He came around for his green flag and was carrying a lot of speed onto the front straight and then it all went wrong as he tried to brake at the end of the front straight and could not get it slowed enough to stay on the track and ended up wide in the dirt and then back on the track to start his first timed lap which was a slow 2:15.10 at the white flag. His second lap was better but he had no margin for error and was conservative and turned a 2:07.74 for his second lap.

We went to swap cars and I got back in line for my session. After a short break I was flagged off for my timed laps. My first lap was a 2:10.58 and I was pushing harder for the second lap and did improve to 2:09.86 but we were both beaten by Chuck who turned a 2:07.20 to take the Spec944 class and also 3rd in BRI.

In CC04 Bill Behun turned a 2:13.40 in his 911 SC to beat Mike Miller's Boxster. In CC06 Mark Curran's 911 SC turned a 2:09.53 to beat Michael Cristin's Cayman. In CC07 Jay Gedanken's Boxster S was winner at 2:14.34. In CC11 Ricardo Olimon's Cayman S was winner at 2:04.66. In CC12 Angela Avitt at 2:07.28 and Chris Riordan at 2:08.27 were competing for 2nd behind Don Middleton.

After the timed runs we finished packing the 944 and loading up the trailer and heading for home. The ladies had left at lunch were already home as we left the track for the drive home. Our next event will be in April at AAA speedway in Fontana where I hope to start club racing if all the applications work out. Fontana is the closest track to San Diego and you can drive, spectate or volunteer and have a great time for the weekend. Hope to see you there.



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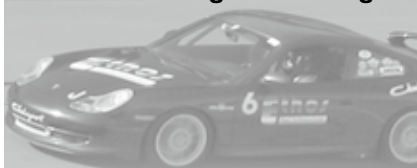
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911SC axle flanges,, differential housing, front seat base, shifter, air cleaner cover, spare tire, steering wheel, air blower, heat exchangers, catalytic converter. Best Offer califbillr@gmail.com

968 6 SP Transmission Has a bearing issue needs repair. 996 GT3 limited slip. Asking \$1,500. Also 951 cam tower with cam, lifters. \$200. (760) 749-1485

Rear Bumper 85/86 911 Carrera Part#9305011201. Original Part/New/Never Installed. \$200 or Offer...619-200-1391, waynebostic@cox.net

911 991 19" OEM Wheels Front wheels: 19x8.5 ET54 Rear wheels: 19x11 ET69. Priced to sell. \$650 Tel: (949) 536-4431 SD

99-01 Carrera Exhaust System Complete 996 factory exhaust (Exhaust Manifolds, Cats, Mufflers, Tips). Make offer. Russell@LightningMotorsports.us (858) 442-7466

MY02 7.5 x 18 wheels 2 front 986/996 factory 5 spoke wheels. Very good condition. No bends. Pictures upon request \$450obo (858) 243-4780

RacePak G2X Data Logger GPS/G's/ Lap Times/Shift Lights/Gear Indicator, "Black" version. Includes Display, GPSAntenna, flash memory card, cables/ adapters, and analysis software. \$580 Russell@LightningMotorsports.us (858)-442-7466

997 PSE Exhaust Nice condition PSE mufflers off 2005 car. I can text or email pictures and more description. Local pick up/deliver only. \$450 (619) 851-3345

FS: CCW Wheels, 996 GT3 CCW C14 forged monoblock, fits 996 narrow body cars (C2, C4, GT3). Shot peened grey mat finish. Rear PS2 tires have ~5/32 left, Pictures available. Local pickup only. \$1200 OBO. email: todd.groth@gmail.com

2 yokohama Neova ADO8R \$400 245/40R18. Save \$120 over new! Driven maybe 50 miles; nubs still on the tread. Pickup in La Jolla. endoguess@mac.com (858) 456-2480

Used Hoosier Slicks A set of once used Hoosier slicks. Front 250/650R18 R80 cup. Rear 285/645R18 R100. Any reasonable offer accepted. Glenn (619) 987-3288

'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 858-442-7466

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

986Boxster 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

Performnce 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 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 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

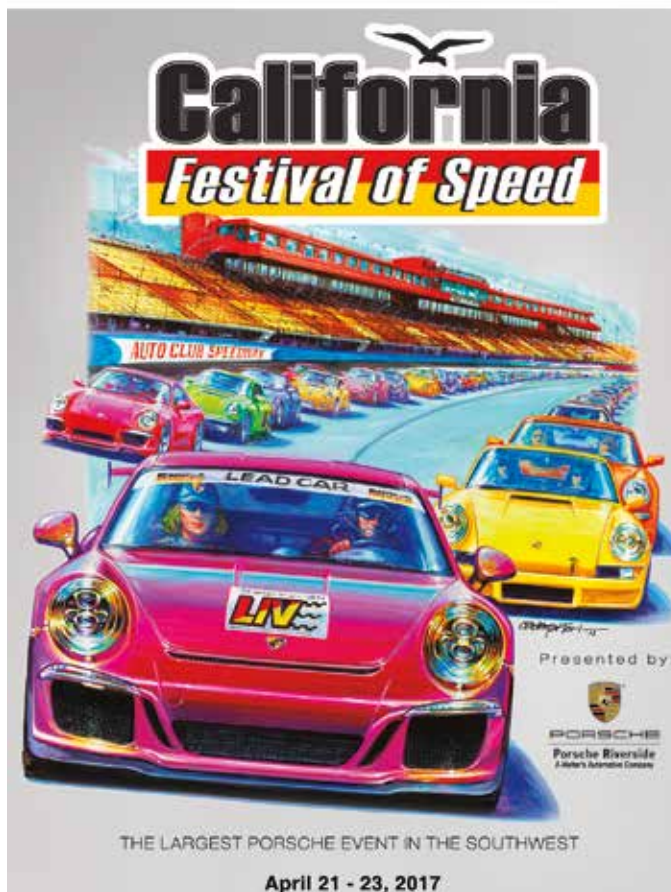
MISCELLANEOUS

Books Collection of 8 Racing/Data Analysis Books by Skip Barber, Carroll Smith, Watts, Alain Prost, etc. New condition \$100 (\$160 value). Email for details: califbillr@gmail.com

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(REG)

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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

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Tom Gould

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Greg Phillips, Editor

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