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



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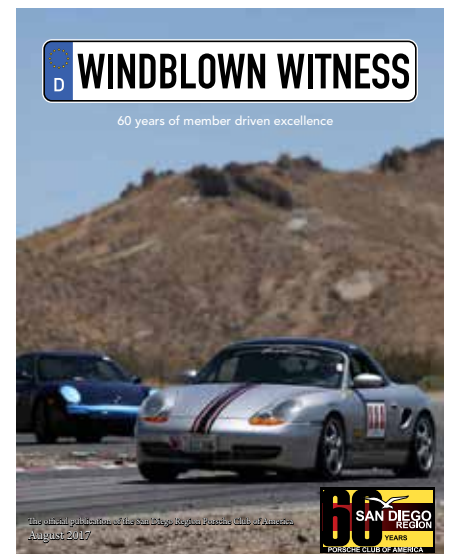
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Cathy Young's Boxster S at Streets of Willow. Photo by Eric Marc-Aurele

# WINDBLOWN WITNESS

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Steve Grosekemper

### Timing

Robert Baizer

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# Up Front-



## Where the Engine Belongs

I hate deadlines, but my procrastination skills are too good to work without them. So now it is again time to finish up this month's edition of the Witness. Last month I promised you coverage of the recent PCA Parade in Spokane. But I did not know that the Porsche of San Diego 60th Anniversary Party would become known as the "RAVE" and require the extra coverage. As our past President Dan Man Down said; "It was off the chain."

Unfortunately I was at the Spokane Parade and apparently missed a great event. Thanks to everyone who helped put it together. The photos can only give a mild flavor of the evening according to the attendees.

So except for a couple of collages from Parade in this edition, the main story will be in next month's issue. But I will provide a few tidbits. One of the new programs that PCA is working on is a PCA Juniors Program. It will allow Porsche enthusiast under the age of 18 to become Junior members of PCA if their parents, grandparents or other close family are already members. They will not be counted as the associate member and will have their own privileges. The initial enrollment of

Juniors started at Parade and you can now register Junior members on the PCA website.

Another bit of Parade news is that the winner of the Zone Representatives Award was our own Tom Brown. He was recognized for his service to the Region, Zone as well as the National levels and he more than deserved the honor (see photo below) Tune in next month for more Parade news.

Thanks go out this month to Steve Eisler, who not only provided the autocross article but also a story on his recent travel to Europe and the Stoyer Collection. The only problem was that I had no photos from the July 1 autocross. I was working that weekend and did not attend and when I reached out no one seemed to have any photos for the event. Just a reminder, it takes a village to put all this together and if everyone contributes a little, it goes much easier on everyone. A few photos would have complimented the article. With the photo capability of today's smartphones, we all have a capable camera with us. Please consider taking a few shots at any SDR event you may be attending, and then forwarding them to the editor. HE WILL APPRECIATE IT!





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*Karen Garcia Raines,  
SDR President*

# Volunteer Driven

Coming up September 16 is our **Concours by the Bay** at Spanish Landing. A Concours is an event with many moving parts—a competition, a display, and a social event all rolled into one. The event chairs have to create an event that appeals to competitors and spectators. That's a broad range if you think about it. A venue must be chosen, sponsors obtained, volunteers and judges recruited, food and drink procured. When you attend the event, please take a moment to consider all that had to happen *before* the event, much less during. Another example of how our amazing volunteers make PCASDR such a great region.

The Concours will be at the Spanish Landing along the San Diego Bay, which makes for a beautiful backdrop for the cars and a lovely place



to spend the day with your PCA friends. In addition to the Concours competitors, drivers of both track and autocross events are encouraged to display their cars. Also, the 60<sup>th</sup> Anniversary committee is recruiting for a timeline display.

Thanks to *Concours by the Bay* major sponsor Porsche of San Diego both for being a Concours sponsor and for the Mid-Year 60<sup>th</sup> Anniversary Party. If you were unable to attend the Mid-Year

60<sup>th</sup> Anniversary Party, please look at the photos and videos on Facebook and the PCASDR Forum. The turnout was wonderful; I'm guessing at least 250 attendees. Many members arrived early to display their cars for our viewing enjoyment. (Many thanks to Jim Binford, Dan Carusillo, Bruce Wing, and Bruce Blummer for their pre- and during-event hard work.)

The party led into the grand opening of their Porsche Classic Car facility. Congratulations to Shawn Evans and team on the beautiful new space. Shawn really knows how to throw a party (rechristened the Porsche Rave). The entire evening was a great time for all.

We are more than halfway through our 60<sup>th</sup> year, with plenty of events ahead for your anniversary event cards. Driving tours, autocrosses, Last Tuesday Socials and more. Two tech sessions are in the works, including one at Hoehn Porsche Carlsbad. Make sure you look at the calendar in the Witness and at PCASDR.org to find your next PCASDR fun.

PS: To the owner of the 718 Boxster at Torrey Pines Glider Port on July 15—I'm the person who put a PCASDR window cling on your windshield. Enjoy!





# Porsche Club of America – San Diego Region Fall 2017 Performance Driving School



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This Performance Driving School *is not* intended to teach attendees how to drive.

**Entry requirements:** you must be a PCA member, driving a Porsche and already be a fully competent driver.

This is an opportunity to learn Performance Driving techniques that can be applied to any driving situation. The driving skills you learn will significantly enhance your ability to enjoy driving your Porsche.

## 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 (including skid pad)
Sunday	7 am to 5 pm	Qualcomm Stadium	Non-Competitive autocross

There are two SDR Performance Driving Schools each year, one in the spring and one in the autumn.

**To Register:** <http://www.pcasdr.org/events/2017-10>

**For More information:** [cdiq@pcasdr.org](mailto:cdiq@pcasdr.org)





## *Concours by the Bay*

*Saturday, September 16, 2017*

***Spanish Landing Park East in beautiful San Diego***

*Join us as our Club celebrates its 60<sup>th</sup> year at the San Diego Bay with a grand display of Porsche cars. Over 140 beautiful Porsches were on display last year. This year we will be including a special display of cars spanning a 60 period. This will be a unique experience not to be missed by car enthusiasts!*

**Pre Register at: <http://msreg.com/SDRConcours2017>**

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# July Board Meeting

PCA-SDR July 5, 2017

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

**Call to Order:** 7:08pm

**Secretary** (Keith Rampmeier): Approval of June minutes. M/S/P. One eVote: Hoehn tech session 8/19 and Griot's Garage Tech session on one of 8/5, 8/12, 8/26. eM/S/P.

**Treasurer** (Tom Brown): Monthly report. M/S/P. Wine Tour is currently sold out and accepting waitlist entries on Motorsportreg. Reviewing event insurance procedures and an email reminder will go out to all Chairs.

Standing rules update proposals. M/S/P.

Proposal #1: Event income should cover banking fees

Existing: Generally, events shall be planned to generate enough revenue to cover or exceed their costs.

Proposed: Generally, events shall be planned to generate enough revenue to cover or exceed their costs. This includes covering any bank, Paypal, credit card, MotorsportReg.com, etc. fees incurred, including those charges stemming from the registration process.

Proposal #2: Revising wording about unexpected changes in event financial performance.

Existing: If an event chair suspects that an event's profit or loss will differ from the approved budget by more than 10%, the chair shall promptly notify the Board, which may revise the budget or cancel the event as it deems desirable.

Proposed: Budgets are subject to review and re-approval by the board in the following circumstances:

1. For those events that were expected to break even or make a profit and it appears this may change to a loss of more than 10% or more than \$500.
2. For events that were approved with a budgeted loss of less than 20%, if the loss increases by more than \$500 or if the total loss increases to more than 20%.
3. For events that were approved with a budgeted loss of 20% or more, if the loss increases by more than 2 entry fees or more than \$500.

In these circumstances, the president and treasurer should be notified as soon as reasonably possible after the change in the financial projections has been discovered. The board may then approve the revised budget or cancel the event as it deems desirable.

**President** (Karen Garcia Raines): Reminder of the Thursday July 13<sup>th</sup> Porsche of San Diego: 5-7pm PCA-SDR member-only 60<sup>th</sup> Party, 7-9pm Public opening of their Porsche Classic facility. Please register on motorsportreg (140 cars already!) Thanks to Dan, Bruce and Jim for putting it all together.

**60<sup>th</sup> Anniversary** (Tom Brown): June 60-day drawing winner was Arthur Croft. Arthur won a free alignment at Jae Lee's Mirage International! Thanks to Jae for his generous sponsorship of this and other events. Brian Van Noy was the 60<sup>th</sup> entrant for the 7/1 AX and won a free entry fee.

**Club Race** (Greg Phillips): Submitted budget proposal via Tom Brown for 9/30-10/1 Willow Springs Club Race in conjunction with the DE/TT. M/S/P.

**CDIsQ** (Keith Verlaque, Andrew Raines, Rick Richardson): Spring PDS reconciliation. We had two new instructors pass the qualification test at the last AX.



**Tech Sessions** (Jim Mullady, Ulrick Matsunaga): Hoehn tech session coming on 8/19. Jim will work with Griot's for a mid-week date in August at their facility in Escondido. M/S/P.

**Nominating Committee** (Bob Hallett, Marc Matanza, Martha McGowan, John Straub): Working on nominations, will present at Aug. meeting.

**Concours** (Cara Lyn Greco, Bob Schweitzer): Concours Sponsorship progress and beer/wine service update.

**AX** (Mark Curran): 7/1 AX had 83 drivers. Reconciliation submitted.

**Military Liaison** (Rick Richardson, Jerry De Lira): Co-Chairs held meeting with MCAS Miramar contact to explore club events at the base. Eastlake car show successfully completed on 6/18/17 with 18 cars in attendance. Event budget reconciliation.

**Rally** (Eric Marc-Aurele, Craig Fenstermaker): Grab Bag rally re-scheduled to 23<sup>rd</sup> of July.

This will coincide with new member party.

**Social** (Victoria Varon): Porsches and Polo had 50 cars. Check the calendar for the many upcoming events!

**Membership** (Genette McGowan, Gisele Gonzales): Membership report: Primary/Affiliate/ Total 1,690/997/2,687 Year-Over-Year Change 86/-2/84

**Other Committees:** No report submitted for this month.

**New business:** None

**Next Board Meeting:** August 2<sup>nd</sup>, Carusillo House, 4444 Bermuda Ave, San Diego 92107, 858-967-6266

**Adjournment:** 8:19pm



Lisa Galloway's 2003 996 Cabriolet

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## PCA SAN DIEGO TECH SESSION



**Tech Session – Hoehn Porsche, Carlsbad (note new address)**  
**August 19 11:00 am -1:00 pm**

**Place: Hoehn Porsche**

**NOTE NEW ADDRESS: 5212 Car Country Drive, Carlsbad, CA 92008**

**Details:** Come to an exciting tech session at Hoehn Porsche where topics will include the new Panamera, the latest in hybrid technology as well as a tour of their new temporary home. As always food will be provided and various prizes will be awarded to attendees.





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# August 2017 - September 2017

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## August 2 Wednesday Board & Member Meeting

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

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

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

---

## August 6 Sunday PCA-SDR Back Country Roads Tour

**Time:** 8:00AM to Noon

**Place:** Edwards 15 Movie Theater In Rancho San Diego, 2951 Jamacha Road, El Cajon CA

**Details:** TPCA San Diego Region offers you another opportunity to enjoy driving your Porsche on some great back roads ... PRE-REGISTRATION IS REQUIRED register at [Motorsportreg.com](http://Motorsportreg.com)

---

## August 17 Thursday Encinitas Cruise Night - Porsche Invite

**Time:** 4:00PM to 7 PM

**Place:** Charlie's Foreign Car Service, 751 2nd Street, Encinitas, CA 92024, (760) 753-4969

**Details:** Encinitas Cruise Night. The streets of Downtown Encinitas will be rockin' and rollin' when Encinitas Classic Car Nights comes to Downtown Encinitas. Join PCA-SDR members when classic and vintage cars will line S. Coast Highway 101 from D Street to J Street. These beauties will be parked in dedicated lots along the Hwy 101 and on side streets. There is Porsche exclusive parking at Charlie's. email Niko at [niko@charliesforiegnrncar.com](mailto:niko@charliesforiegnrncar.com) to register

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## August 19 Saturday Hoehn Tech Session

**Time:** 11:00AM to 1:00 PM

**Place:** NOTE NEW ADDRESS: 5212 Car Country Drive, Carlsbad, CA 92008

**Details:** Come to an exciting tech session at Hoehn Porsche where topics will include the new Panamera, the latest in hybrid technology as well as a tour of their new temporary home. As always food will be provided and various prizes will be awarded to attendees.

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## August 20 Saturday PCA-SDR Zone 8 Auto Cross West Lot

**Place:** Qualcomm Stadium

**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.**

Register on <http://pcasdr.motorsportreg.com/>

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## August 27 Sunday PCA-SDR Cars & SDR Jessie's Bake Shop in Carmel Mountain

**Time:** 8:00AM to 10:00AM.

**Place:** 12075 Carmel Mountain Rd, San Diego, CA 92128  
Cross Streets: Near the intersection of Carmel Mountain Rd and Conference Way

**Details:** This is a San Diego Region event where members meet informally to socialize, check out each other's cars, and discuss all things Porsche. Come out to socialize and hang out with other SDR members.

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## August 29 Tuesday Last Tuesday Social

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

**Place:** Sublime Ale House (San Marcos)

Old California Restaurant Row, 1020 W San Marcos Blvd, San Marcos, CA 92078, (760) 510-9220.

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

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## September 6 Wednesday Board & Member Meeting

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

**Place:** Mantaza-Aguilas home, 4713 Butternut Hollow Lane, Bonita CA 91902, 619-851-7919.

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

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## September 8 Friday

### Tech Session - Griots Garage

**Time:** 6:30 PM

**Place:** Detail Supply Plaza, 127 S. Vinewood St., Escondido, CA. 92029

**Details:** This not to be missed Tech Session will focus on proper care for your paint as well as for the interior of your Porsche. Cleaning of and maintenance of all of your car surfaces will be discussed and various products will be demonstrated. There will be raffle prizes for attendees including a D/A Polisher!

This will be a great opportunity to review various products and to be able to question an expert about all car care issues you may have regarding your car

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## September 10 Saturday

### PCA-SDR Zone 8 Auto Cross West Lot

**Place:** Qualcomm Stadium

**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.**

Register on <http://pcasdr.motorsportreg.com>

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## September 16 Saturday

### PCA SDR Zone 8 Concours

**Time:** 6:30 PM

**Place:** Detail Supply Plaza, 127 S. Vinewood St., Escondido, CA. 92029

**Details:** This not to be missed Tech Session will focus on proper care for your paint as well as for the interior of your Porsche. Cleaning of and maintenance of all of your car surfaces will be discussed and various products will be demonstrated. There will be raffle prizes for attendees including a D/A Polisher!

This will be a great opportunity to review various products and to be able to question an expert about all car care issues you may have regarding your car

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## September 24 Sunday

### PCA-SDR Zone 8 Auto Cross West Lot

**Place:** Qualcomm Stadium

**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.**

Register on <http://pcasdr.motorsportreg.com/>

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## September 24 Sunday

### PCA-SDR Cars & SDR Jessie's Bake Shop in Carmel Mountain

**Time:** 8:00AM to 10:00AM.

**Place:** 12075 Carmel Mountain Rd, San Diego, CA 92128  
Cross Streets: Near the intersection of Carmel Mountain Rd and Conference Way

**Details:** This is a San Diego Region event where members meet informally to socialize, check out each other's cars, and discuss all things Porsche. Come out to socialize and hang out with other SDR members

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## Sep 30 - Oct 1 Weekend

### PCA-SDR TT/Club Race Willow Springs

**Place:** Willow Springs 3500 75th Street West Rosamond, CA 93560

**Details:** To start the second half of the season we make our annual pilgrimage to Southern California's reference track, the 2.5mi 9-turn Willow Springs International Raceway for a Time Trial and Club Race!

Registration opens August 20 at 9:00 am at <http://pcasdr.motorsportreg.com>.

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## Sep 30 - Oct 1 Weekend

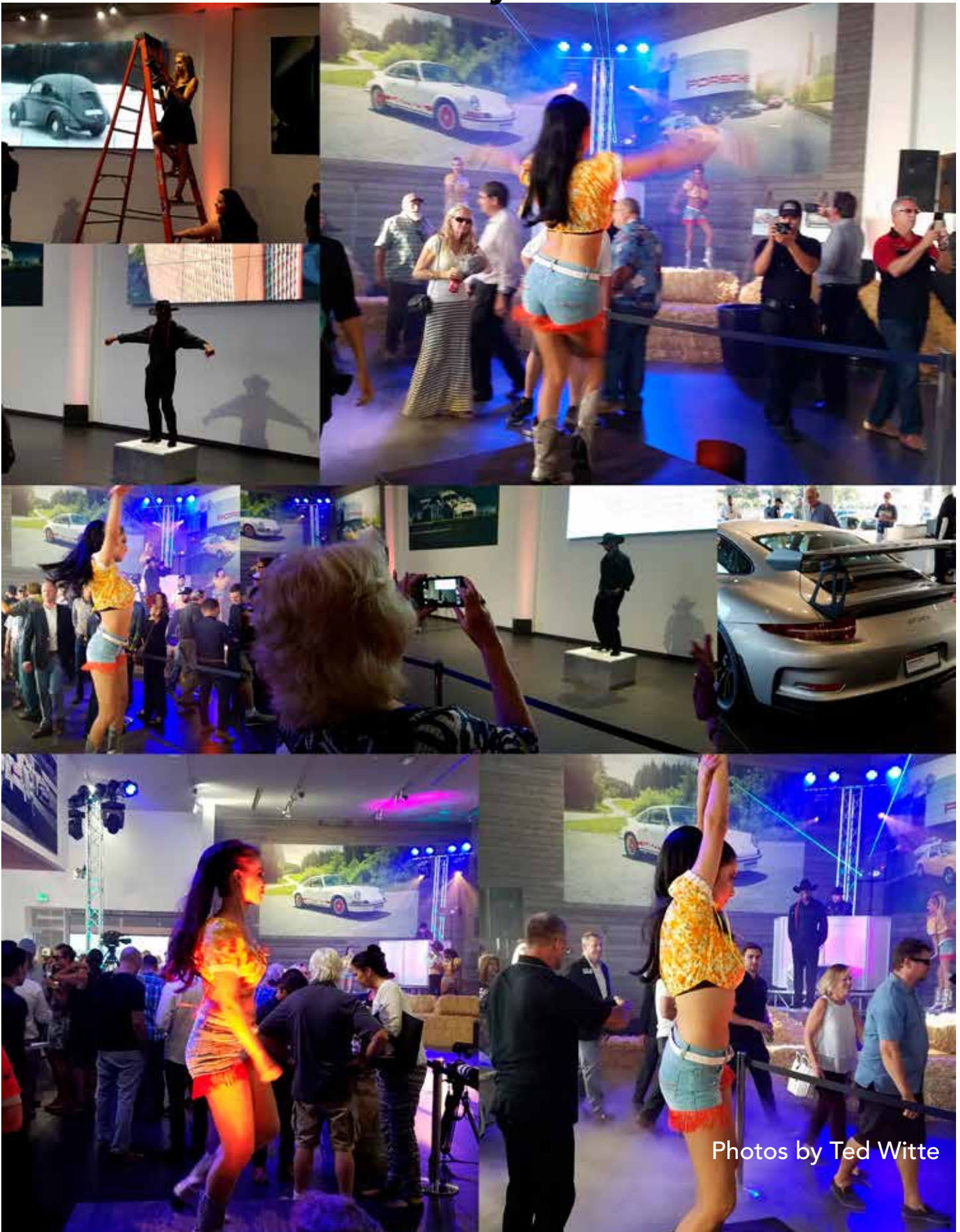
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# 60th Anniversary Porsche Rave



Photos by Ted Witte





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# A Mid60th Night's Dream The Porsche Rave

By Dan Carusillo

Photos from Porsche of San Diego

You know what they say “leave the barn door open and the horse will get out”. Well, when Shawn Evans of Porsche of San Diego opened the Barn Door the horses were everywhere. Horse-power inside, horsepower outside.....what a barn find!

I was never a good speller. Heck, I still don't know why they call it a spelling bee. To this day I cannot spell fun without three P's. That's right, Porsches, parties and.....people.

Throw in some cowboy hats, the finest display of air-cooled Porsches, dancing cowgirls and you got yourself a party. Actually two. A party celebrating SDR's 60th year of Member-driven excellence. And a celebration for the grand opening of the air-cooled division at Porsche of San Diego.



Much love to our members who stepped up and proudly displayed their pride and joy. And what a display it was! From '52 to '98 this ho-down had 'em all. 356's, long hoods, RSR's, 965, 959, Speedsters....Who needs Parade? Big shouts to John Straub, Bill Siino, Wayne Baker, Brian Grossi and many, many others I've failed to mention. The passion and dedication that was present for all to see was astounding. So proud of our club!

Three cheers for Bruce Wing, Bruce Blumer and Jim Binford. Their dedication and hard work sparkled that night. Shawn Evans, if you're reading this, thanks from all of us and let's do it again!

Man what a party. If you missed it you really missed it.

'He got a heck of a deal  
On a new Porsche car...  
He's got jeans and high boots  
With an embroidered star"

Jerry Lee Lewis





# Forum Postings

Incredible party last night. I can't believe I'm the first to post about this. THAT was an amazing event and it was obvious that there was a TON of planning involved. Completely changed my impression of the dealership. Thanks to all involved. Great to see old Porsche friends.

Tim Comeau



If you missed it.....you really missed it. Off the chain.

Much love to the Members who graciously displayed their pride and joy.

So proud of our Club! Happy 60th SDR!!!!

Dan Carusillo



It was a fantastic event by Porsche of San Diego. Thank you Shawn Evans for throwing us a 60th Bash. Thanks to Jim Binford, Dan Carusillo, Bruce Wing, and Bruce Blummer for all your pre- and during event hard work.

Thanks to everyone who displayed their cars, and thanks to everyone who attended. It was wonderful to see so many members.

We are SDR!

Karen Garcia Raines



A great event! Thanks Porsche San Diego! And thanks to all that made this happen!

John Straub





120+ PCA-SDR cars

220+ Members in attendance

WOW!!! :shock:

I'm always impressed with member cars (in attendance: 959, an array of 356s, GT3RS's in multiple colors, Carrera GT, 993s of all flavors, '73 RS, '67 survivor,...), but as well with all our members. From the dedication of those who got there at 9AM to prep the lot (THANKS!), to the number of you that came out for the event, even on a school night. The passion you display for Porsche is amazing! Many thanks to Sean and Porsche of San Diego for hosting us for the SDR 60th Anniversary Party beforehand!

Keith Rampmeier



# The Joker at Buttonwillow



After the incident at Streets of Willow, Steve Grosekemper at Black Forest just had one week to check out and prepare the 944Spec car for our next event at Buttonwillow with Golden Gate Region. I would be driving in the Club Race and Steve in the DE portion of the event and through Steve's hard work the car was ready and on the trailer as we left the shop on Friday morning.

The drive up went well with minimal traffic in LA and we arrived at the track in the afternoon after checking in at the Super 8 at Buttonwillow. The Central Coast region was having a test and tune DE and they were still running as we checked in.

Luckily our garage was empty and we were able to unload the trailer and get settled in. I did my registration and had my log book reviewed and since we were in the garage next to the GGR tech Steve was able to get his tech and registration done for the DE.

Since I was still officially a provisional driver, I also attended the Orientation Meeting with the steward and other new drivers and invited guests. It turned out to be a good idea to review the racing rules and also meet the other rookies and find out their experience as you will be sharing the track with them. After the meeting Steve and I headed off to the Willow Ranch for dinner before turning in for an early start on Saturday.

Steve's DE meeting was up first and then I had my Club Race meeting and then we worked on final setup and getting the Busalacchi's moved in to share our garage. Isabella would be driving and her father Peter would be assisting in their Alitalia liveried 944Spec.

Steve was up first and took the opportunity to check out the suspension after all the work he had done. The car was driving well and he had a good session although a little frustration with lack of







respect given to the 944 by other drivers after he had caught them. Traffic limited his best lap to a 2:32.

I was soon up and started with putting on my new Sparco driver's suit. It was not only lighter than my previous G-Force, but also fit better which made it more comfortable in the warm late spring weather. Then with my helmet and Necksgen REV head and neck restraint on I was able to climb in and then get buckled up. Still needed help with the window net but overall more comfortable than before. The first practice session went well as I was reacquainted with the Buttonwillow track. We were using the race 1 configuration with the Bus Stop and Star Mazda and running clockwise. I started near the back of the pack and stayed out of trouble through the session and was able to follow Isabella for part of the session to help me see the momentum line of the 944 and my best lap was a 2:20.5. Most of the time was spent around the other 944Spec cars but there was also a Spec Boxster running similar times.

Steve's session started out with more frustration as he was behind a Mustang that ran away on the straights and then parked it in the corners and did



not feel compelled to point people by. After a few laps he came in for a discussion with the black flag steward and to get away from the Mustang and the rest of his session was better and he was able to improve to a 2:20.94.



My next practice session had a little more excitement as people were starting to push harder and found the limits and beyond. With the dry warm weather, going off track left a large dust cloud and as I came through Bus Stop one Boxster was in the dirt and then a following Boxster got lost in the dust cloud and also went off and left an even larger cloud for me to drive through. Thankfully there was only dust and I came out the other side to a clear track. And on my checkered flag lap a gray Boxster spun off in front of me at Cotton Corners.

Steve had the last session before lunch and again caught up to the Mustang who did finally point him by in I-5 but with a late point and that led to another discussion the black flag station. The rest of the group was slowly getting respect for the orange 944 and he was able to improve to a 2:17.7 on a clear lap.

My third practice session went well although it started slowly behind the gray Spec Boxster with one of the rookie drivers with an X on the back. I followed her for over a lap but did not find a good passing spot and finally I pointed Isabella by. She went to work on the driver from Cotton Corners and through Bus Stop and passed her on the outside of Riverside. Now the Boxster was again in front of me, but not for long as she got loose at Phil Hill and spun off the track. The rest of the session went well and my best lap improved to 2:16.1



Steve's next session started well with little traffic and he was able to improve his best time to a 2:15.3. But then he slowly caught up with a white car and followed him until he finally got a point on the front straight. Unfortunately while pointing, the driver continued to accelerate and pull away down the straight! And then he was caught again in the corners and pull away down the straights until the end of the session. I should mention Steve was running in a combined Blue/Green group. GGR usually has 4 DE groups, Red for instructors, Blue for intermediate solo drivers and Green for solo drivers and then Yellow for students with instructors. They were apparently not used to being run down by a 944.

My next session was the practice starts and fun race. Since many of the faster, experienced drivers took the session off it was mostly the rookies and 944 drivers and I was at the back with gray Spec Boxster beside me. The practice starts and then fun race went well, but I was usually the tail-end Charlie after things were sorted out. But I put my head down and concentrated on clean laps and soon caught up with Patrick Sloan's 944Spec and Andrea Correll's gray Spec Boxster and we spent the rest of session dicing amongst ourselves. Parick and I both got balked as Andrea was slow through Riverside and we had to check up. I was able to get under Patrick going into Sunrise and then he passed me over Phil Hill as I was slowed behind the Boxster and on the next lap he also passed Andrea over Phil Hill and I was able to pass her also as she slowed on the back side of the hill. And after Patrick pulled in a lap early it ended with Andrea and me at the back.

And that was just for fun, but the last session of the day was our first sprint race and things were about to get more interesting. We are gridded by times so at the start there are a few drivers behind me along with some of the faster drivers who did not get a time. I felt like I was holding my position well through sunrise but in the short straight before Off Ramp I got swamped by the other 944Spec racers. And then we got to the corner it was a mess as Frank Powell had been hit by another racer and was spun and stopped in the middle of the corner and everyone was taking evasive action and one of the 944's went wide and off track and I was still ahead as we exited the corner. The track stayed green for another lap and then went to a full course yellow as they tried to clean up the debris.



We are still at the tail as 944Spec owns the back of the pack. Until a 356 comes out to play, we are the slowest of the racers. I am still coming into the Sunset corner where a yellow flag is still up when I am passed by the gray Boxster as her radio relayed the green flag now flying on the front straight. Now it was back to concentrating and running clean laps. I was able to pass the gray Boxster coming out of the Bus Stop. Another Boxster had gone off to the right and she went off to the left while going through the dust and I was able to pass into Riverside. I was able to stay ahead of the Boxster for a few laps but she finally gets a run on the front straight and passes me going into Sunrise, which will turn into her signature move.

I follow her for the next several laps and we slowly





reel in Jack Mohn and Patrick Sloan in their 944's and towards the end of the race she is able to pass both of them at Sunrise and that is how we take the checkered flag and my best lap was a 2:15.46. Isabella had run away and took the SP1 win by 25 seconds. As we come off the track we are given the directions to go to the scales where I passed with pounds to spare but Patrick and Andrea were underweight so I moved up to 3<sup>rd</sup> place behind Isabella and Jack Mohn in SP1. The overall winner was Daniel Fong in GT2, followed by Laura Ely's GTD Cayman GT4 CS and then Michael Kim's GTD GT4 CS and Alex Steele in GT3 for 4<sup>th</sup> and then Dan Carusillo in GT4 for 5<sup>th</sup>. Rounding out the top ten were Mark Davidian's GTA1 GT3 Gup, Steven Taty's GT4 911, then the Spec Boxsters of Tim Smith, John Seidell and Doug Boccignone. Other class winners were Sean Neel in Spec 911 and Martin Dino in GTB1.

After the race Steve checked over the 944 before heading down to Frank Powell's garage to check on his 911. He had somebody damage to his flares and a bend wheel along with his suspension being



out of alignment. A new flare was being applied with Gorilla Glue and Steve was able to realign his car to get it pointed straight and he would be able finish the weekend. After cleaning up and getting the 944 ready for Sunday we headed back to the Willow Ranch for dinner and then back to the Super 8 to rest up for Sunday.

It was a later start as I had a race meeting at 0830 and Steve was out in his DE group at 0825. Steve took advantage of the cool weather and clean track and turned a very quick 2:13.5 in his session. My warm-up session also went well and I was able to improve to a 2:14.91 in the cooler weather. Steve's next session also went well and he had schooled most of the group so that he was not being held up much by traffic and he improved to a 2:12.9!

While the Pumpkin had been running well, Isabella had been having some problems with the shift linkage on her 944. Steve had been able to make repairs get her ready for the second sprint race. As we came to the starter I had Jack Mohn beside me and Patrick Sloan behind me. When the green flag dropped, Frank Powell was flying through and was followed by Patrick. Luckily everyone made it through the first corners and soon spread into a conga line of racers through Bus Stop and over Phil Hill.

And now it is time for the Joker. If you watch the Red Bull Global Rallycross races, they have something called a Joker lap. It is usually a short-cut section of the track that each driver will have to take once during the race, at the time of their choosing. With the several evenly matched racers it helps to stir the pack as a racer can take the short cut to pull ahead of someone they might not be able to pass normally and then pull ahead enough to stay ahead when the other racer takes the shortcut. My Joker was the gray Boxster. Not only was Andrea a rookie racer, this was also her first time in the Boxster as she had rented the ride from BR Racing. As she had outlined at the Orientation Meeting, she had been doing DE's in her 911 Turbo for the past 18 months and decided it was time to go racing and rented the Spec Boxster.



At the end of the lap she was able to move to the inside at Sunrise and made her signature pass on me and set off in pursuit of the rest of the 944 pack. Next lap she did the same pass at the same point on Jack Mohn. She was faster from the Drag Strip until Sunrise, but was slower from Cotton Corners until Phil Hill. Jack was chasing her hard through Riverside but then went too deep at Phil Hill and lost momentum and I was able to pass him on the inside of Phil Hill. Thanks Joker.

Then end of the lap the Boxster again moves to the inside at Sunrise and takes advantage of her power and ABS and passes Patrick's 944. Now she is slowing Patrick through the corners and I am able to close the gap again through Riverside. Now it is Patrick's turn to push too hard at Phil Hill and he loses momentum and I am able to pass him on the back side. Thanks Joker. I am able to hold my position though the next several laps until there was an incident that brought out a full course caution and closed up the pack.

When the green flag dropped, the gray Boxster was close enough to Isabella to pass her going into Sunrise, although not without running wide and forcing Isabella to drop 2 wheels on the exit. Thanks Joker. Isabella then spent the next half of lap all over her bumper before finally passing her on the outside of Riverside and driving away. And that is how it ended in another couple of laps. Isabella took SP1 again and this time I was able to get to second with Patrick Sloan, Jack Mohn and Randy Bergum close behind. Thanks Joker.

Overall winner was Daniel Fong, followed by Michael Kim, Mark Davidian, Dan Carusillo and Robert Murillo for the top five. Rounding out the top ten were Frank Powell (GT4), Walter Nilsen (GT3), and the SPB crew of Heath Spencer, Tim Smith and Doug Boccignone.

After lunch was the final sprint race. The start had a familiar feel and by the end of the first corner Jack and Patrick had passed me again with only the Joker and Randy behind me. But Patrick pulled off on the first lap with a mechanical issue and was done. And on the second lap the gray Boxster comes down the front straight and makes her pass at Sunrise and she takes off after Jack. And on the next lap at the same spot she passes Jack. Thanks Joker.

But she has improved her pace and she pulls away from both of us and I spend the next 3 laps slowly reeling Jack in and when the leaders start lapping us I am close behind when he runs wide at the Bus Stop. I am able to get a run into Riverside and I start on the outside and then move to the inside to try and pass him. We are side by side through the entrance to Phil Hill and over the top and I am finally able to finish the pass on the back side. Now I just need to drive smooth and stay clean. Which only works half a lap and then I mess up my downshift at Off Ramp and almost spin and Jack goes back by.

Back to the chase and another 4 laps following Jack until he finally makes another mistake at the Bus Stop and runs wide in the dirt and I am able to pass him again. And then we get to the last lap. Jack is following me through the Esses with the leaders close behind to lap us again and as I brake for Sunset to let them through, Jack takes advantage and passes me and take the checkered for second place behind Isabella and I drop to 3<sup>rd</sup> in SP1.

The overall winners were Micheal Kim, Daniel Fong, Mark Davidian, Walter Nilsen and Heath Spencer for the top 5 with Tim Smith, Doug Boccignone, William Pickering (SPB), Pucky Louks (SPB) and Sean Neel (SP911) rounding out the top ten.





After the race it was time to get packed up and head for home. Isabella had clean sweep for SP1 with 3 wins and I had a 3<sup>rd</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> so we felt we represented well for the region along with Dan Carusillo who had two wins in GT4 and Frank Powel recovered to take a 2<sup>nd</sup> in GT4.

There is a break in the San Diego Region track series until we return to Willow Springs for a Club Race and Time Trial Sept. 30 and Oct. 1. The West Coast Series was at Laguna Seca in June and will be at Thunderhill over Labor Day and then to Salt Lake City in mid-September.



# Top 10 Times: 07-01 AX @Qualcomm - West Lot

Class	#	Name	Car Year	Car Model	Best Time
<a href="#">CC14</a>	908	Tweed, Tom	2015	GT3	1:18.50
<a href="#">CC06</a>	115	Gill, Adam	1998	Boxster	1:19.01
<a href="#">CC13</a>	142	Van Noy, Bryan	2016	Cayman GT4	1:19.40
<a href="#">CC15</a>	8	Avitt, Mike	2015	GT3	1:19.52
<a href="#">CC10</a>	393	Barnum, Terry	2010	Cayman S	1:20.65
<a href="#">CC06</a>	171	Walker, Rob	2004	Boxster S	1:21.16
<a href="#">CC07</a>	614	Wunderly, Murray	2006	Boxster S	1:21.17
<a href="#">CC13</a>	786	Zaidi, Hassan	2016	GT4	1:21.45
<a href="#">CC15</a>	619	Stad, Alain	2016	GT3RS	1:21.84
<a href="#">CC13</a>	2024	Sage, Chad	2016	GT4	1:21.91

## The View from the Back – July 1

by Steve Eisler

We returned from our vacation in Denmark just 4 days before the July 1 auto cross. I was doing well but Kathy was still suffering from jet lag. We were pleased that master course designer Andrew Simmons had designed another challenging course and that the maps were available early in the week.

We would be driving counter-clockwise and it looked like the starting line was closer to the center of the parking lot than usual. The track crossed the swale in a good location which would make the drivers of lowered and/or stiffly sprung cars happy. From just looking at the map it appeared that the fast sections were separated by some very tight turns that would require some skill and finesse to negotiate correctly. There was a nice slalom section after the start and what appeared to be a fast section driving south toward the finish line. After tech inspection, I got a ride with Safety Chairman Jerry Bumpus in his Cayman and my analysis was confirmed. The turns at the top end of the course (near Friars road) would be very tricky.

The highlight of the morning was seeing my friend

Jim Duncan who had not been at the last several AX's. Jim is an instructor's instructor, literally. He works at driving schools teaching other experienced drivers how to be instructors. Although he is about the same age as me he is consistently in the top ten times at the club Time Trial events. His car is not setup to run on the surface at Qualcomm so he comes to the auto crosses and spends the whole day coaching students and experienced drivers. Having Jim in the passenger seat is always a fantastic learning experience.

After the drivers meeting we decided that Jerry would work at the starting line for the first corner working session so that I could have Jim ride with me. I would start for the second session and we would alternate through the day. Kathy was happy because her favorite instructor Blake Bastain would be working with her on her first driving session. Blake is a high school English teacher in Bakersfield and he communicates very well with Kathy a retired teacher and administrator.

Kathy and Blake went out in the first session. Her first lap was a 1:37 and her sixth was down to 1:32 which was a nice improvement especially since



Blake only rode with her for two laps before jumping into his Dad's new Boxster to help him. Kathy brought the car back to the pre-grid and Jim and I got in. "What do you want to work on today?" he asked. "I have been working on being smoother with my inputs and trying to do some trail braking" I replied. Jim agreed that those were good goals but said that there were not many places on this course where we could practice trail braking. Soon we reached the starting line and Jerry waved us off.

I took the first lap very slowly to learn the course. In just that lap, Jim determined that my biggest problem was turning the wheel too much in the corners. To improve my times, I needed to turn the steering wheel no more than 90 degrees and use throttle steering to make further adjustments to the path of the car. Slight modulations in the throttle in the middle of the turn will shift the weight of the car forward or to the back and tighten or straighten the path of the car. It is a skill taught in the two Performance Driving Schools that I have taken but one that I have yet to master. I was off course a few times which resulted in times in the 1:40's but did manage a lap at 1:31. In addition to working on my throttle steering I was trying to keep my foot to the floor on the downhill section to the finish line. With Jim's encouragement, I did this several times and remained in control for the turns before the finish. I relieved Jerry at the starting line and Jim kept busy all day riding with a variety of new and experienced drivers.

In the afternoon practice sessions, my times got into the 1:30's with a best time of 1:29.71. Kathy, who was also driving solo, stayed smooth but did not improve her best time of the morning session. In the timed runs, starting at about 2:00 pm, she bettered her practice run times and did not hit any cones. I tried to go too fast on my first timed run and went off course and recorded a DNF. On my second lap, I did a good time but hit 2 cones. With my confidence shaken I managed a 1:31.22 on my last lap, about 1.5 seconds slower than my best practice time, and 65<sup>th</sup> out of 74 Porsche drivers competing.

Since the PDS was in May, there were many "student" drivers at this event. Students are drivers

with less than 4 Auto Crosses or people who are just starting out and request an instructor to ride with them for the day. Many of them did very well. Alex Felsinger was second in CC14 with a time of 1:22.45, the 14<sup>th</sup> fastest time of day. His instructor was Shawn Flanagan. Paul Felsinger was third in the same class recording a time of 1:24.45 with the help of Keith Rampmeier. Lotus driver Keith Laroche coached Paul Micou to a time of 1:25.97 in just his second auto cross. Mike Pykelny was third in SS06 (1:34.95) with Bill Behun as his instructor and was followed by Connie Lu with a time of 1:35.03. Ricardo Olimon was her instructor. Miata driver W.T. Wong coached Sergey Melnikov to a second-place finish in SS05 with a time of 1:31.70 and Cary Burch recorded a 1:27.29 (3<sup>rd</sup> place in SS04) with Rob Walker instructing. Jessica Burch was first in SS07L with a time of 1:29.24. These are just a few of the many students and dedicated instructors that helped them learn better car control, lower their times and, most of all, have fun.

After the stadium parking lot was cleared and the gear was stowed I asked Adam Gill his thoughts on the course. He felt that it was "a mix of technical slower corners that rewarded patience with some very fast sections that tested a driver's ability to be smooth and keep the car settled while under hard throttle. Taking the right line through the slow stuff enabled drivers to maximize their entry speed into the fast sections." Adam had the second fastest time of the day (1:19.01 behind Tom Tweed's TTOD of 1:18.50) and was first in BRI contest for the best driver of the day.

When you read this in August, you will still have time to register for the August 20<sup>th</sup> auto cross. No experience is necessary. If you are not sure, come down and watch. There is no charge and no limit to the number of friendly people waiting to answer your questions and share their experiences.

An enthusiastic driving instructor is waiting for you!



# The View from the Back - International Edition



by Steve Eisler

Like many of you readers, my PCA activity in the first years was very limited. My work schedule, family responsibilities and other commitments limited my participation to reading the Windblown Witness and occasional articles in Panorama. In the early '80s my interest was particularly piqued by the racing career of Paul Haas and Margie Smith-Haas.

Margie started racing in PCA events in Arizona and then moved to our San Diego region. Each year I followed their exploits as they moved up to faster cars in more competitive racing series. In 1984 our local heroine became the

first American woman to drive in the 24 Hours of Le Mans in a Porsche 930. In 1985, she again competed at Le Mans in a BMW prototype entered and owned by Danish driver Jensen Winther. David Mercer of Great Britain was the third driver. In addition to her racing exploits, Margie was an entrepreneur who created Toys for Adults, a company that produced stuffed pillows in the shapes of Porsche and other cars. These extremely detailed display pieces were very successful. I was thrilled to receive a beautiful silver 911 Targa that looked just like my car for Christmas one year. Margie's fame grew when she presented a TFA pillow to Dr. Porsche himself!

After 36 years of being members in name only, we sold our 911 Targa, purchased a 2011 Boxster Spyder and decided it was time to share this beautiful auto with the rest of the membership. One of the first events we attended was a Mystery Weekend Tour. As everyone introduced themselves I was excited to see that Margie and Paul would be on the tour. Perhaps I would have a chance to talk to them and find out more about their racing experiences. At all







tour stops on Saturday Margie was surrounded by her many Porsche friends but at the Sunday Continental breakfast Margie asked if the seat next to me was taken! For the next 20 minutes or so I must admit I largely ignored Kathy and our other friends.

I introduced myself and mentioned that I had been a member for years and had followed her career in the Porsche publications. She had pictures of her Le Mans cars on her phone and shared some other experiences. At some point we talked about Copenhagen, Denmark. When Kathy was in high school, she was an exchange student in Copenhagen. She has remained in touch with her Danish 'sister' over the years and we have been planning to visit Birthe and her husband Per for several years. "If you go to Copenhagen you need to visit the Stroyer Museum" Margie said. Then she showed me a



picture of what looked like 40 red Ferraris lined up in Le Mans start formation. "The BMW that I drove at Le-Man car is on display there" she added. We exchanged email addresses and I said I would contact her when we were going to Denmark.

That was over 4 years ago. This spring we planned a trip that included 5 days in Denmark. I contacted Margie with the dates that we would be in Denmark and the communications began! We are so lucky today to have the convenience of the Internet and email which allows us to communicate across the planet in a matter of seconds. There were introductions, requests, referrals and replies crossing the world in English and in Danish. The process was complicated when Paul and Margie took a trip to Australia. Now our emails were spanning 3 continents.



Jorgen Stroj, as it is spelled in Danish, is the owner of Stroyer Clay which has been making bricks in Denmark for generations. He and his father began collecting automobiles many years ago. Their collection is housed in a brick (what else) building near their factory in Assens, about 2 hours from Copenhagen by car. The collection is opened to the public only a few times a year but has hosted many private parties and fund-raising events over the years. Mr. Stroyer purchased the Le Mans BMW from Jensen Winther to add to his collection. On June 16, 2013, he organized a special reception to reunite the three drivers who had shared the car in 1985. The Stroyers had spent two years trying to



locate Margie to invite her to visit their collection and complete the reunion. I was hoping this special connection would make it possible for us to also experience this private collection.

We had already started our trip and were in Iceland when we learned that the arrangements had been finalized at that we would be able to visit the collection.

On June 22, we left Malov, Denmark in Per's Citroen Berlingo (a mid-sized SUV) for our Stroyer trip. The Garmin led us to a beautiful lane lined with trees that formed a canopy over the road. At the end was a large parking lot, the offices for the brick factory and the collection building with its beautiful brick arches. We were graciously greeted by Karen Stroyer, Jorgen's wife. We told her about our trip and how we had managed to arrange this meeting. She asked about Paul and Margie and then took us to the collection building.



The entrance is decorated like a spacious living room with sofas and a large glass covered coffee table. To the left of the sofa area are huge floor to ceiling windows. In front of the windows are a 2008 Bugatti Veyron and a 1930 Bugatti T 46 both done in stunning black and yellow. As I toured the rooms of the collection it appeared that this was the theme of the collection – a juxtaposition of the best styling and engineering of modern motor cars compared to the finest examples of motor cars of the past.

In the middle of the room was a black Porsche Carrera GT that had just been imported from Japan. A young man was going over the car with a special light and a magnifying glass to find any imperfections in the paint. He said he would spend about two days checking the car before they began to work on 'cleaning it up'. Just past the Carrera GT was a line of Mercedes Benz' highlighted by a 300 Gullwing with the doors open. On a pedestal at the end of the room was a 2017 Lamborghini Aventador Miura in bright red with gold wheels and trim. There also was a large collection of Ferraris highlighted by the number 18 Testa Rossa and the lineup of red Ferraris that Margie had shown me.



Karen remembered that she would need a key to get into the "other part of the museum" where the BMW was housed. "I have some work to finish in the office and will be back in about 40 minutes to take you to the other building" she said as she left. Except for two mechanics that were prepping a Jaguar sedan for a race and



the young man working on the Carrera, we were alone amidst this priceless collection of automobiles. We could wander at our own pace, view from any angle and take pictures without waiting for other people to move out of the frame.

After taking pictures of many cars, I realized that the walls behind each car were covered with pictures and descriptions of the cars history, its racing history and, occasionally, what it looked like before it was restored. Some of the early model cars had manikins dressed in time appropriate costumes seated in them! The attention to detail in every aspect of each display was incredible.

Karen returned and took us to the second building that housed the BMW and many historic Rolls Royce, Bentley and other sedans. The URD C83 BMW that Margie drove in the 1985 Le Mans race had not been restored but it still was a wonderful display. The background pictures showed race action and close-up pictures of the 3 drivers. The roof of the car was autographed by all three and the chief mechanic. This was the Holy Grail that we had come to see but there was so much more in this second building. Karen spent a few minutes with us and then we were again the only ones in the building!



Some of the cars had transported or were owned by Churchill, Roosevelt and other historic figures. Their place in history was explained on the walls behind them and in the documents displayed around them. My favorite sedans



were a cream and mint green 1931 Rolls Royce Phantom II and a blue 1934 Alvis Speed 20. We returned to the main building to get some additional pictures of the Porsches on display and to look again at the display of 007 movie vehicles. Before we left Per got pictures of Kathy and I in front of the Porsches. Then I went into the office to thank our hostess and promised to send her a copy of the article I would be writing. We eschewed the freeways on our way home to travel through small towns and view the lovely scenery of Denmark. We drove through the town where Berta lived in the '60s and went past the house where Kathy had lived on her visit. Our odyssey had spanned 55 years, nine time zones and two continents. One of the highlights of the trip was brought about by a chance meeting with a PCA legend – a person I had admired and read about in the same magazine you are reading today!

So, if you are waiting to attend your first PCA event, don't waste 36 years as we did! Look at the August-September events in this issue and join us at the LTS, the Encinitas Cruise Night or the Sunday Cars & SDR event. Bring the kids to the August 20th Auto Cross and look at the cars and watch them run the course. There is no charge to look and talk to the drivers! And remember the PCA motto— "It's not just the cars, it's the people".



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# Membership

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## New Members

Victor Adams  
Fallbrook, CA  
1995 911 Carrera 4 Coupe

Aaron Basey  
Carlsbad, CA  
2013 911 Carrera Coupe

Asher Burke  
San Diego, CA  
2014 911 GT3 Coupe

Jeff Bushman  
San Marcos, CA  
2010 911 Carrera

Patrick Campbell  
Carlsbad, CA  
1992 911 America Roadster Wide

Ryan Carr  
Carlsbad, CA  
2009 911 Carrera

Wayne Dillard  
Carlsbad, CA  
2003 911 Carrera 4S 996

David Dixon  
Carlsbad, CA  
2005 911 Carrera S Coupe

Steven Dixon  
Carlsbad, CA  
2005 911 Carrera S Coupe

Albert Hilt  
Palm Springs, CA  
2012 911 Carrera Cabriolet 991

Paul Horstmann  
San Diego, CA  
2007 Boxster Convertible

Yoon Huh  
San Diego, CA  
1996 911 Turbo Coupe

Calan Keyton  
Oceanside, CA  
2014 Cayman S

Theresa Kim  
Carlsbad, CA  
2013 Boxster S Convertible

Ebin Lanfried  
San Diego, CA  
1980 911 SC Coupe

Jonathan Laymon  
Del Mar, CA  
2011 Boxster Spyder

Tom Mackie  
Carlsbad, CA  
2014 Cayman 2 Door

Keith McKenzie & Lesley McKenzie  
San Diego, CA  
2008 911 GT3 Coupe

Ron Montbleau  
Solana Point, CA  
2006 Cayenne Turbo S

Michael Ober  
Escondido, CA  
1974 914 1.8 Targa

Chris Richardson & Jane Coulter  
Solana Beach, CA  
2010 Cayman 2 Door

Kim Schramer  
Vista, CA  
2004 911 Carrera

Michael Teng  
San Diego, CA  
2015 911 GT3

Will Urueta & Jeronimo Urueta  
Bonita, CA  
2006 911 Carrera S

Frans Venker  
Del Mar, CA  
2013 911 Carrera Cabriolet

Dave Vernick  
Cardiff, CA  
2014 Cayman

Buck Vinson  
Valley Center, CA  
2014 911 Carrera S Coupe

Charles Wells  
San Diego, CA  
2000 911 Carrera Cp

Shaun Wilson  
San Diego, CA  
2014 Panamera S 4 Door

---

## Anniversaries

### Five Years...

Rodney Chandler  
James Dunlap  
Tom Frick  
Michael Gaston  
Milante Lazo  
Gary Middlebrook  
Douglas Remsen  
Gerald Salontai  
James Schofield  
Keith Shafer  
Daniel Swanson  
Brent Wiest  
Daniel Yannuzzi

### Ten Years...

Doug Hansen  
Don Lee  
Paul Nugent  
Steve Williams

### Fifteen Years...

Ernest Jimenez  
John Noerenberg II  
Robert Woodin

### Twenty Years...

Michael Akita  
Lewis Wise

### Thirty Years...

Byron Von Dwyer

### Thirty Five Years...

Cary Ikemoto

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## Current Membership

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Secondary Members:	1002
Total Members:	2713

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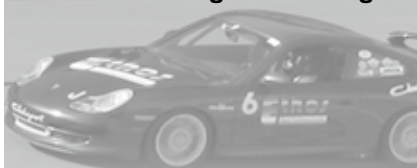
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All classified ads must be placed through the club's web site: [www.pcasdr.org](http://www.pcasdr.org).

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



# 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

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Photos by Ted Witte

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**1997 Carrera Cabriolet** Last era of air-cooled. triple black, very well maintained Beautiful car 69,773 miles \$47,500 Tiptronic (760) 845-1355

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**2007 911 Turbo** GT Silver/blk 42K miles, RS171 wheels/blk GMG Exhaust, Flawless, 60K service complete, asking \$67K (619) 823-6210

**2009 911 Carrera Coupe** Manual, NAV, Bose High End Sound, Heated Ventilated Power Memory Seats, Blue Tooth, Excellent Condition, Garaged, Grey, 85,000 miles. \$39,990. (619) 294-7000

**2009 997.2 C2S Cab**, Very well maintained. Baby. Must sell. Daily driver 63k odo. \$60k OBO Call for photos. (858) 204-6473

**2012 Boxster** FACTORY WARRANTY. PDK, 18" Boxster S wheels, Bose with XM, Navigation, Heated seats, and more. 23k miles, asking \$32,750. Call or text 619-607-6484

**2013 BOXSTER 9700 MILES** Pristine, mint condition smells & drives like new. Black on black. Special wheel package. \$40K. Call for details and photos. 760-720-2080

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1 set- 9"x7"x16", BFG R1practice tires \$1,200  
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**991 S PSE Exhaust Tips** Dual chrome exhaust tips removed from my 991.1 Carrera S PSE system. Exc. condition. \$150 (619) 244-2081

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**HRE 8 & 9.5 X 17 inch wheels** Classic 3-5-style 3-piece. Fit 911 - 996 & Boxster - all w/ ABS.  
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**WTB 1965 911 engine** I need a complete or case 1965 911 engine. Thx (858) 752-4422

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**RSR 9x15 original Fuch wheels.** One set of 2. Wheels date stamped 12/75. Product number 911 361 020 03. \$5000 (760) 787-1161

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2-275/40 asking \$75 each. Email for pics: pecivil2000@yahoo.com

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**99-01 Carrera Exhaust System** Complete 996 factory exhaust (Exhaust Manifolds, Cats, Mufflers, Tips). FREE. COME GET IT. Russell@LightningMotorsports.us (858) 442-7466

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**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

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**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

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**2 yokohama Neova ADO8R \$350** 245/40R18. Save \$170 over new! Driven maybe 50 miles; nubs still on the tread. Pickup in La Jolla. endoguess@mac.com (858) 456-2480

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