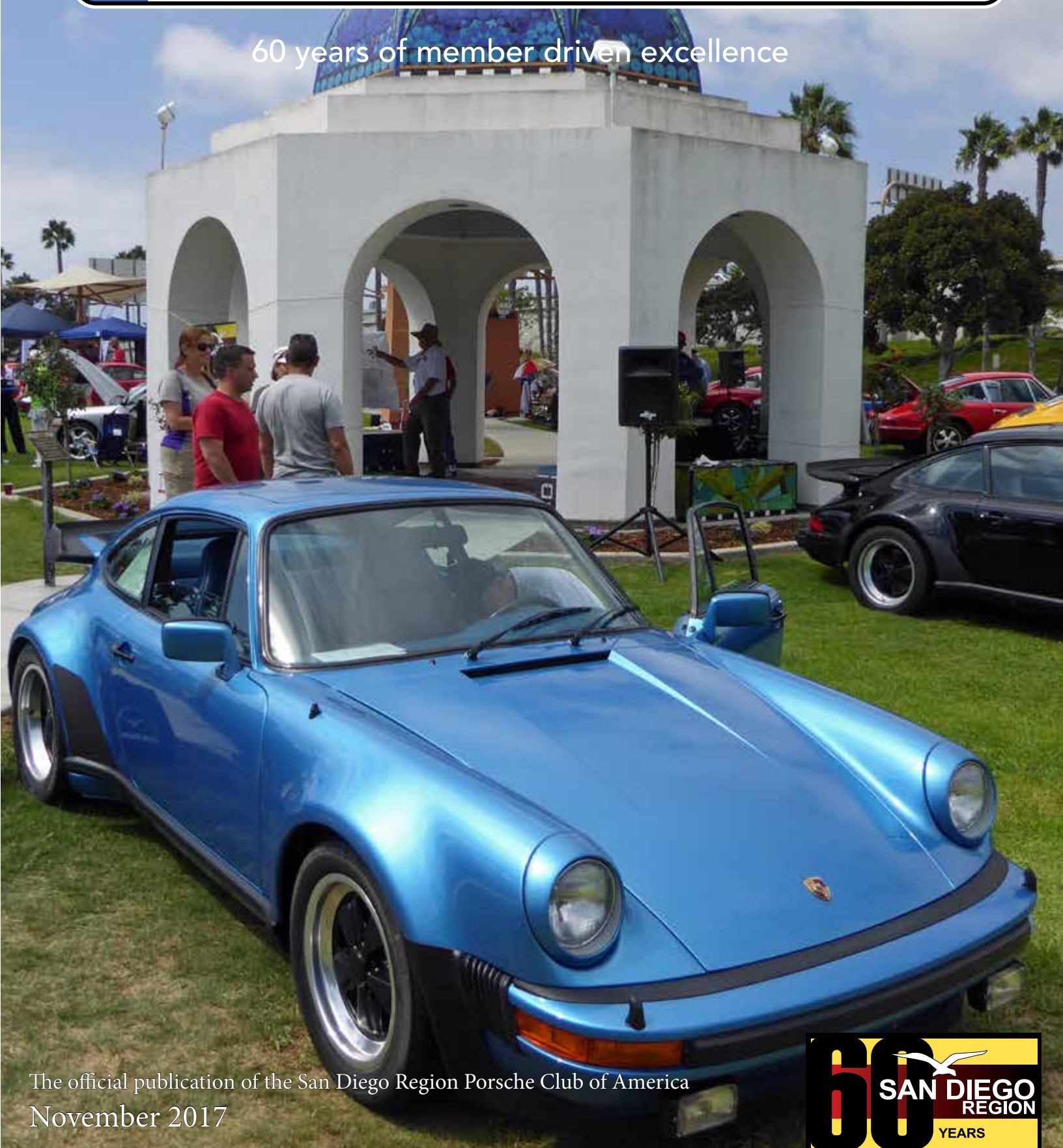




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November 2017



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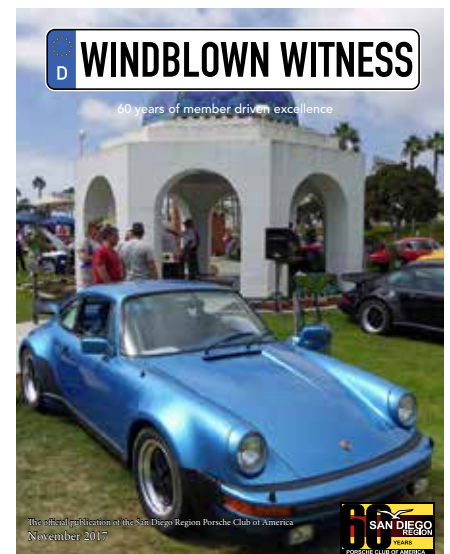
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On the Cover



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Up Front-



Where the Engine Belongs

I hate deadlines, But here I am again behind and trying to get out this issue of the Witness. I had hoped to be able to get more writing done while I was up at Sonoma Raceway this past weekend, but it did not work out that way. It was a fun time at the track and the World Series along with general fatigue after a track day conspired against me and my writing aspirations. So I did not get started on my Willow Springs article until I returned and now trying to get my column done to finish up this edition.

Sonoma looked good for the most part, but there was evidence of the recent fires as I drove around. The hills above the track were burned but it did not get down to the track. Driving to Napa you could see the bare hillsides that burned and some places where the fire came down and jumped the road and burned buildings but the fires were now out and the smoke and bad air quality were in the past.

I had brought my 968 to the DE event and it ran well and was able to keep up even on street tires. Last year I went up but we had rain both days and the track was never completely dry and I did not get a good idea of the line. This time we had great weather and it was even more fun to drive. Trying to link up turns 1 and 2 was a challenge and with

the walls and off-camber track-out I did not push too hard for turn 10. GGR and Zone 7 are hoping to be able to put together an event with SDR and Zone 8 at Sonoma Raceway to include a club race as well as DE/TT. This event was a NASA event with a GGR DE run group that I was in. There was quite a variety of different cars, with a large field of Spec Miatas and Spec E30 BMW's along with a Historic NASCAR Race group.

Coming up soon will be SDR's last track weekend for the year at Buttonwillow Raceway Park with a Club Race and TT. I am also planning on going to Laguna Seca for a track day with Diablo Region on the Monday before Thanksgiving. I only wish we had a track closer to San Diego.

Speaking of Laguna Seca, Rennsport Reunion VI will be there at the end of September next year. It will be a great event and you should try to get there if at all possible. Unfortunately it is scheduled for the same weekend we had been going to Willow Springs for our Club Race and TT. We were able to move the event a week earlier, but I don't think a Club Race would make sense the week before the Rennsport Races.. So it looks like we will just have the Buttonwillow event next year.



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*Karen Garcia Raines,
SDR President*

Volunteer Driven

It's time to announce the 2018 PCASDR Board of Directors.

President – Tom Gould

Vice President – Victoria Varon

Secretary – Keith Rampmeier

Treasurer – Tom Brown

Members at large – Marc Matanza, Mike Miller,
Jeni Noerenberg Bartley

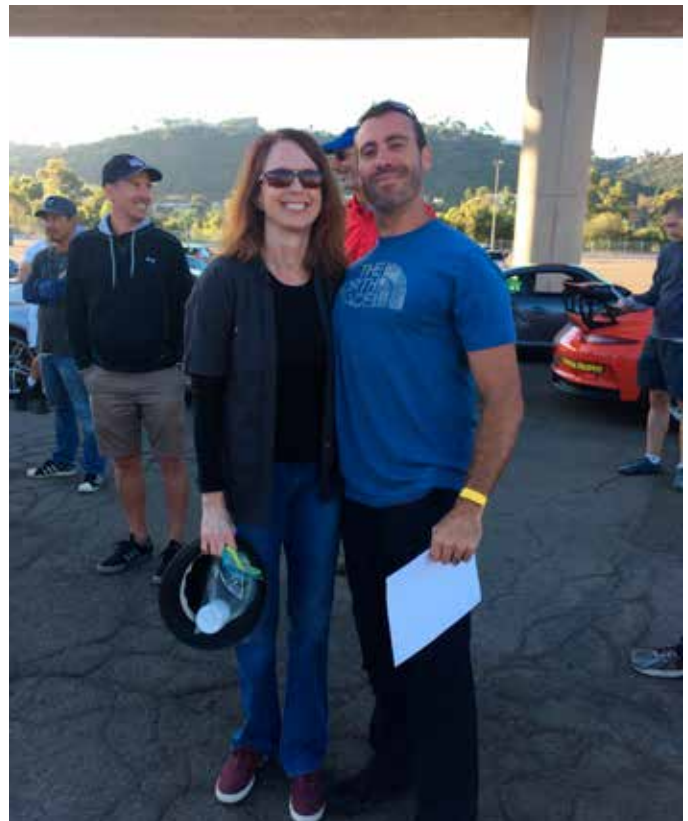
I will be the board's non-voting advisor.

Please congratulate each the next time you see him or her. Consider offering up your thanks, as well. These folks represent the spirit of what makes our club great – the willingness of our members to tackle the job.

In running for the board, they have accepted the responsibility of serving our 2,200 members, supporting the chairs who provide 100+ events a year, and stewarding of the Region financials.

To take this responsibility now is especially significant. Our Region faces a time of change with the looming instability of the stadium site. Those who stepped up to guide our Region during this time are to be especially supported. In addition to your congratulations and thanks, I ask that you add your offer of support – although I know I hardly need to ask. As I said, this region is great because of our many hardworking members.

For those of you who are not currently holding a Chair position or assisting a Chair, please consider the Region activities you enjoy, and what you could contribute to those activities. Of course we encourage volunteering because we need people to make events happen. The main reason to volunteer is that we are a club of friends. The work is too hard and the pay too low to do what we do for any other reason. There is a special joy to working with friends to ensure an event for other friends to enjoy. Our 60th year has been fantastic. Let's make 61 just as wonderful.





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Buttonwillow Double Crown PCA Club Race - November 11-12, 2017

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Club Race Registration opens Monday September 25

ClubRegistration.net <http://register.pca.org>

Latest info at www.pcasdr.org

The points races at this Club Race will earn points towards the West Coast PCA Championship Series as well as the PCA National Championship



October Board Meeting

PCA-SDR Oct. 4, 2017

**Frank and Victora Powell, 8373 Sugarman Drive,
La Jolla, CA 92037. 619-985-2997**

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

Call to Order: 7:00pm

President (Karen Garcia Raines): Brief eVote presentation. Evote requirements and research results are at the end of the minutes. Anyone interested in pursuing EVote avenues is encourage to read the attached information and our bylaws; then present a detailed proposal to the board. Newly elected 2018 Board members announced (in no particular order): Victoria Varon, Mike Miller, Jeni Norenberg Bartley, Marc Matanza. Congratulations to all and best wishes for a successful tenure on the Board!

Secretary (Keith Rampmeier): Request for approval of minutes from 9/6/17 meeting. M/S/P.

Treasurer (Tom Brown): Monthly Treasurer's report submitted. M/S/P. PayPal account has been established, so PCA-SDR can pay bills on line. Annual club equipment inventory reminder: Please take stock of any and all items belonging to PCA-SDR in your possession asap and email Tom Brown at tb911@tbsoftware.net with what items you have. A reminder to all PCA-SDR members that they represent our region, and as such, we should all behave as good ambassadors of our region. Our actions reflect on our region and PCA as a whole.

60th Anniversary (Tom Brown): Congratulations to the 60th entry winners at September's AXes, Bob Pachorek and Mort Mirmontazeri.

Tech Sessions (Jim Mullady, Ulrick Matsunaga): Griots tech session, first tech session held on a Friday evening, was very successful drawing more than 100 attendees. The next tech session will be at La Jolla Audio on Wednesday, November 8 at 7pm.

Social (Victoria Varon): Currently 23 participants are enrolled in the upcoming Mystery Weekend. Volunteer Party (Saturday, November 18) is in planning stages and tentative venue is a distillery in downtown San Diego. Porsche Prom (Saturday, January 13) is in planning stages with Victoria and Shawn Evans, General Manager of Porsche of San Diego, working

together. New event proposed: Wine-tasting brunch at Rancho Bernando Winery on Saturday, November 11 at \$95 per person. M/S/P.

AX (Mark Curran): Slightly revised AX budget submitted for the 8/20/17 event. AX report & budget reconciliation submitted for the 9/10/17 event. Due to lower participation, pizza was served rather than food truck service at the September AXes. A meeting is scheduled with representatives of other local AXing organizations for Monday, October 9, to discuss prospective future AX venues. The next AX is November 5.

Off-Road (Garret Guess): Working with John Rickard on a half-day off-roading excursion in the Julian area followed by lunch in Escondido. Proposed tentative dates are Saturday, February 3 or 24, pending AX dates. M/S/P.

Charity (Carmen Richardson): Our normal Fall Monarch School Thanksgiving family dinner is off the schedule. Discussion ensued about charitable options. PCA-SDR will roll the \$500 charitable contribution for the Monarch School dinner into the budget for the next charitable season while the charity committee researches other options.

CDI-Q (Keith Verlaque, Andrew Raines, Rick Richardson): PDS update. Registration for the upcoming PDS event (Oct 27-29), has increased with the benefit of eBlasts. Three weeks before the event 34 students are registered with 39 instructors on board for the Saturday exercises and 45 on board for the Sunday AX. Additional volunteers are still needed. A pizza party for the participating PDS instructors is Tuesday, October 10.

Time Trials (Robert Bazier): Six events are proposed for 2018 with a season budget submitted. Proposed the dates be tentative with understanding Robert may still have to negotiate with the venues. M/S/P.

Membership (Gisele Gonzalez, Genette McGowan): Membership is on the rise as of August 17 (Primary/Affiliate/Total): 1,712/1,000/2,712

New business:

Goodie Store (Bob Hallett): Requested \$500 budget to have approximately 45 PCA-SDR logo caps made for sale. M/S/P.

Drivers' Awards Party (Carmen Lopez Brown): Update on planning the Drivers' Awards Party (Sunday, January 21). Proposed food and beverage budget to be the same as last year's awards party and pursuing cost effective venues other than last year's venue. M/S/P

Concours: John Straub congratulated the organizers of the recent Concours, Cara Lyn Greco and Bob Schweitzer, on the success of the PCA-SDR Concours, Tom Brown on the success of the Porsche timeline at the event, and all the PCA-SDR volunteers who helped make this event a success. Tom Brown inquired about the status of the sponsorship funds.

Swap Meet: (John Chambers, Chuck Sharp): Requested that the upcoming swap meet at John Chambers Motorsports in Escondido scheduled for Sunday, December 3 be a PCA-SDR-sanctioned event. Request declined due to conflicts with existing events (PCA-SDR driving tour and Tech Tactics West), PCA-SDR will promote the swap meet on the PCA-SDR forum.

Other Committees: No reports submitted for this month.

Announcements: Thank you, Frank and Victoria for hosting!

Next Board Meeting: Wednesday, November 1 at Porsche of San Diego. 9020 Miramar Road, San Diego, CA 92126, 858-695-3000

Adjournment: 8:20pm

PCASDR Evote Requirements

Approximately 1500 of our 2500 members are eligible to vote.

Only the three people on the counting committee are allowed to see voting results: President, Secretary, Membership chair. Only these officers are allowed to see results, which are kept confidential. No one has access to prior years' results.

Prefer to display bios of board candidates and text of any rules up for vote

Need to be able to delete so that next year's team can't see previous year's results.

Need to prevent ability to modify votes to prevent tampering, or the implication of tampering.

Need to verify a voter as QUALIFIED voter according to our bylaws --

To comply with PCA and PCASDR rules a third party vendor to conduct Evote can receive member names and membership numbers data as long as it doesn't include any contact info -- no addresses, email, phone #s, etc.

Maintain paper voting method, at least for transition period.



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September 60th Anniversary Winners! Part 2!

One more Autocross winner! Mort Mirmontazeri was the 60th entrant at the September 24 autocross. Congratulations to Mort for winning a free entry!

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. Another component is a random drawing for free prizes from the entire region membership every 60 days. (See the February 2017 issue for full details.)

Next time it could be you! See you at the next event!

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November 2017 - December 2017

Nov 1- Dec 17

Toy Drive for Rady Childrens Hospital

Please bring toys to any club event from Nov 1 thru Dec 17. There are additional drop-off locations at Hoehn Porsche in Carlsbad and Porsche of San Diego in San Diego. Additionally, there will be a monetary donation box at the November autocross and the next 3 board meetings.

NEW – PLEASE DO NOT DONATE ANY STUFFED ANIMALS OR PLUSH TOYS AS THEY CANNOT BE USED BY THE HOSPITAL.

Nov 1 Wednesday

Board & Member Meeting

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

Place: Porsche of San Diego 9020 MiraMar Rd. San Diego, 92126

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

Nov 4 Saturday

PCA-SDR Progressive Dinner - South Cty

Join us for a fun filled Fall Progressive Dinner

Our progressive dinner will begin at 5:00 p.m. at a secret location (to be announced closer to the event date) for appetizers and wine.

The cost of the event is \$50 per person, which includes a 4 course meal with an open wine bar. Non alcoholic beverages will also be available upon request. Registration fee is non refundable for catering and planning purposes. Should you need to cancel, you can transfer your tickets to someone else who is willing to take your place. We are requesting that all attendees register no later than November 1st, but act fast as these events do SELL OUT.

We have limited space, so please register asap. msreg.com/fallprogressivedinner

Nov 5 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/>

Nov 8 Wednesday

Tech Session La Jolla Audio (San Diego)

Time: 7:00PM - 8:30PM.

Place: 5161 Santa Fe Street, Suites A & B, San Diego, 92109, (858) 373-0596.

Details: oin Scott Cairncross and his team of experts for a evening of possibilities!

Nov 11- 12 Weekend

PCA-SDR Buttonwillow Time Trial & Club Race

Place: Buttonwillow Raceway 24551 Lerdo Hwy, Buttonwillow, CA 93206

Details: In November we determine season champions at our annual Time Trial & Club Race at Buttonwillow. This year we will be running the classic configuration 1 clockwise!

Registration opens Oct 2 10 at 9:00 am at <http://pcasdr.motorsportreg.com>

Nov 11 Saturday

PCA-SDR Wine Blending and Gourmet Picnic (Bernardo Winery)

Place: 3330 Paseo Del Verano Norte
San Diego, CA 92128

Details: Join us at the Bernardo Winery on November 11, 2017 for an afternoon fit to satisfy any wine aficionado!

The cost of the tour, 5 tastings, lunch, and the wine blending event is \$105 per person. Space is limited so act now! Register at msreg.com/wineblendingbrunch to claim your spot.

Nov 18 Saturday

Volunteer Appreciation Party (Downtown)

We are hosting our 2017 Volunteer Party on: Saturday, November 18th from 6:00 pm-10:00 pm. It will be held at the new, 5 star Yelp spot, You & Yours Distilling Company: 1495 G. Street, San Diego, CA 92101. This location is in the east village area of Downtown, there is more parking available in that area of town

Nov 19 Sunday

Back Country Roads Tour

PCA San Diego Region offers you another opportunity to enjoy driving your Porsche on some great back roads ... (... which is probably the reason you bought a Porsche in the first place).

SAVE THE DATE - More info to follow

Nov 26 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/>

Nov 26 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.

Nov 28 Tuesday

Last Tuesday Social

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

Place: Last Tuesday Social – Veranda Fireside Lounge & Rest. (Rancho Bernardo)

Veranda Fireside Lounge and Rest. 17550 Bernardo Oaks Dr, Rancho Bernardo, CA 92128.

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

Dec 2/3 Saturday or Sunday

Porsche Tech Tactics – PCNA Open House (Eastvale – new facility)

Time: 8:00 am - 5:00 pm

Place: 12567 Bellegrave Avenue, Eastvale, CA 91752.

Details: Discover Porsche from the inside out. The latest cars, engines, and technologies revealed by the engineers at the heart of Porsche development. This event is for enthusiasts young and old. Includes Porsches new and old . . . You don't need to be a tech head to learn more about your favorite cars! Speakers from Porsche Cars North America and PCA Technical Committee..

Dec 6 Wednesday

Board & Member Meeting

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

Place: Verlaque home 2270 Nielsen Street El Cajon, 92020

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

Dec 9 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/>

Dec 10 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/>

Dec 17 Saturday

PCA-SDR Breakfast With Santa at Mimi's Cafe / Toy Delivery

Place: Mimi's Café in Mission Valley (5180 Mission Center Rd, (619) 491-0284)

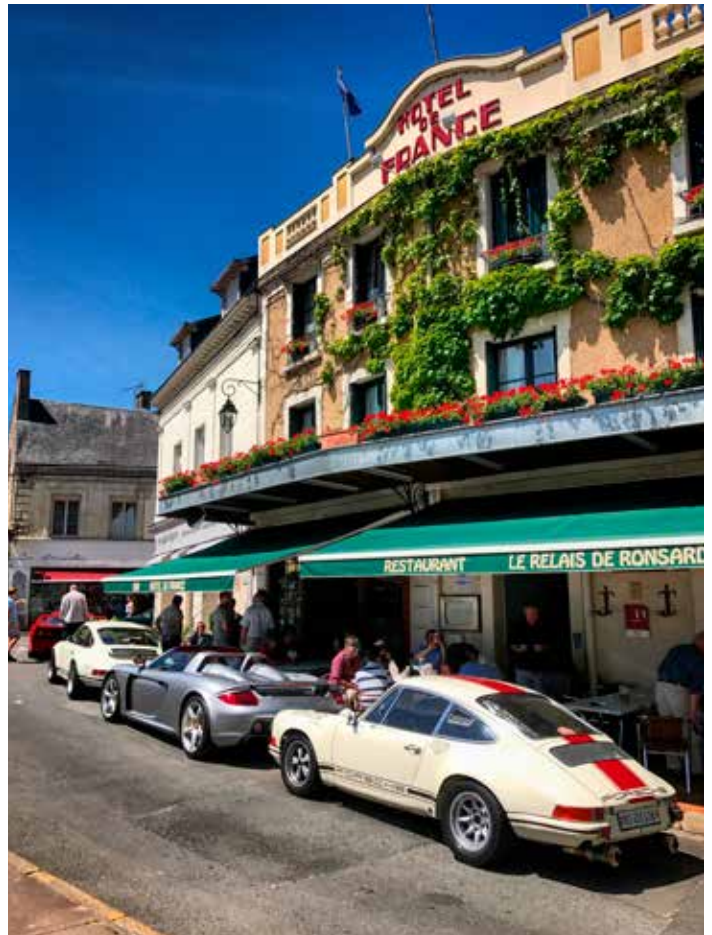
Time: 9:00AM - 12:00PM

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

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

Dec 26 Wednesday

Happy Birthday SDR! 60 Years Old!





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SDR Coffee & Cars Sept. 24



Big Willow Blowup



Text & photos by Greg Phillips

It all started innocently on a clear sunny day in San Diego as the caravan started at Black Forest. Steve was towing the 911SC that he would be driving and I had the 944Spec "Punkin" behind my Expedition. We met up at Gopher Canyon with Cathy Young's Boxster S towing her tire trailer and Mark Rondeau who was driving the "Silver Bullet" his 911SC out to Willow Springs Raceway, the "Fastest Road in the West", for the San Diego Region's Club Race and Time Trial.

The traffic went smoothly and we arrived at our lunch spot along with John Rickard, Ricardo Olimon and Alain Staid at the Subway where the 138 meets the 115. After lunch it was another easy drive on to

Lancaster although we did see 2 fire trucks driving the other direction which turned out to be for an accident behind us which slowed the later drivers. After a quick stop at the Hampton Inn to register we headed on to the track and unloaded the trailer

and helped Steve set up his garage and the 911SC compound after Ethan arrived with his toy hauler and FrankenBoxster.

Not long after our arrival, the PCA National staff arrived with Allen Shirley as our steward, Pat Heptig as our scrutineer and Chuck Pirelli to handle timing and scoring. With their arrival and Phil Strong bringing all the national equipment boxes we could start setting up for registration with Cathy Young assisted by my wife Pat. Although there were no rookie drivers, there were a couple of cars that needed log books to get started for the scrutineer to check. The time trial tech inspection was also starting in the evening at the garage.



Arrangements at the track went smoothly and since no Orientation Meeting was needed we were done early and headed back to the Hampton to clean up for dinner. Cathy had made reservations



for a large group of 13 to include the PCA National staff at the Black Angus. After a short wait we were led back to a long table and started ordering drinks and then food for the evening. The table was too long to communicate from one end to the other so the conversations were split up into 3-4 threads going on simultaneously. After dinner it was back to the Hampton to turn in for an early start on Saturday.

Saturday was an early start with the drivers meeting and then the club racers were out first to warm-up. Since there was only one racer group there was a good 15 seconds between the front-runners and the 944Spec racers. I gridded up near the back and kept my eyes open as I tried to see how the track was in my 944. The good news was that the cornering speeds were good and close to the other groups, but the straights were another story. I started on scrubbed tires and slowly worked my times down and was down to a 1:41.59



on my last lap. Unfortunately I was still behind a couple of the 944Spec racers of Isabella Busalacchi and Tim Meyer, but at least ahead of a 944Spec and a Spec911. At least those were the times from the lap timer; I had no official timing as I forgot to flip the switch for the transponder for a rookie mistake.

Steve was up in Red and he enjoyed being back in the 911SC and while using up some old tires he was down to 1:38.80 with Mark's 911SC just ahead at 1:37.28 and Jad Duncan's 996 was leading the group at 1:32.30. Don Middleton was aptly named as he was in the middle of the pack at 1:35.69 in his 911.

We were back out for another practice session and my times were more consistent and improved to a 1:41.24 but still behind the front-runners. It was an interesting session with the closing speeds on the front straight and then the exhaust backfire from the turbo as Dan Davis passes you by and then brakes for turn 1. I tried to keep my head on a swivel as there were several of the cars under 1:30, including Davis in GT1, Dave Elsner in GTC6, Nathan Johnson in GT3 and Sohaib Kureshi in GTA1. There was also a large GT4 contingent with Dan Carusillo, Frank Powell, Peter Czajkowski, Bruce Wing and Jeff Schmidt in a tight group 1:32 to 1:33.

Steve was up again in Red and improved to 1:34.82 but the group leaders were now Alex Marmureanu's X-class Evo at 1:28.44 with Rick Levenson's CC15 GT3 at 1:28.96 and Jae Lee's CC16 911 at 1:29.56. Jad was next in his CC13 996 at 1:30.59, just ahead of Mike Avitt's CC15 GT3 at 1:30.62. Ethan's CC11 Boxster was improving to a 1:35.45, just ahead of Mark Rondeau's CC08 911 at 1:36.30.

Our third practice session was before lunch and although the temperatures were rising my times were about the same with a best of 1:41.83. I was still trying to find a good landmark to set up turn 9 and carry enough speed onto the front straight, because it was all about momentum in the 944.

Our next session was scheduled for practice starts, but since there were no rookie candidates, it was changed to a qualifying session and so we

went green from the first lap. Over lunch we had swapped tires and put on a new set of Toyo RRs for qualifying. I was gridded behind Isabella and tried to hang with her as far as I could and ended up with a best lap of 1:41.55 which was again 3rd in the 944Spec group.

After qualifying we had a short break and it was time to set up my cool-suit for the race. We added the ice packs to the cooler and put on my cool-suit T-shirt when it was time for the sprint race. I was gridded near the back and behind Isabella and Tim but in front of Randy Bergum's 944 and Paul Friedman's Spec911. As we left the grid, there was some confusion as there was no splitter on the grid for the later cars and we had to try and figure out which side we belonged on.

At the green flag my luck continued as Paul was able to pull ahead before braking for turn 1. I was able to get back around him but Isabella and Tim



and the rest of the field had pulled away so I just kept my head down and worked on running clean laps. It started well and my second lap was down to a 1:40.90 before settling in to a stretch of 1:42 laps before the leaders started coming through and I was concentrating harder and my best lap dropped to 1:40.85 on lap 12 (actually matching the transponder time to Harry's Lap Timer to the hundredths).

In front of me Tim Meyer had pulled ahead of Isabella at the start and she spent the next several laps working hard to find a way by before finally making her pass stick and she stayed ahead to the

finish with Tim in 2nd and I was in 3rd in 944Spec. Isabella ended up winning the Corner Worker's Choice Award for her drive.



Further ahead the winner was Dan Davis (GT1) with a best lap of 1:25.32; Dave Elsner (GTC6) was next with a 1:25.779, then Nathan Johnson (GT3) at 1:25.254, then Sohaib Kureshi (GTA1) at 1:28.787 in 4th overall. Next was Dan Carusillo (GT4) at 1:1:32.047, Frank Powell (GT4) at 1:31.702, Phil Strong (GT3) at 1:31.866. Other class winners were Charles Wirken (GTD) and Sean Neel (SP911) and Joe Wiederholt (SPB).

I was done by Steve had some more fun to go. He was taking John Rickard out in the 911SC and then it went all wrong. They got loose in turn 8 and then went off into the tumbleweeds with a nice 720 spin. Unfortunately the also lost the throttle cable and needed help to get back in and when they



did arrive the car was dirty and they were full of tumbleweeds under the car. It took a while to get cleaned up and running but no major damage was done except maybe to John's confidence in Steve's driving. And it made for some good video.

So for the last session of the day he ended up taking out the 944 to help refine the handling with the new tires. He did better in the 944 and turned a best lap of 1:39.76 in his last lap. It was mid-pack of Orange with Mike Rozenblatt leading in his CC13 Cayman R and Alain Stad next at 1:34.88 in his CC16 GT3. Angela Avittt's CC14 GT3 turned a 1:38.84 and Cathy Young's CC08 Boxster turned a 1:42.92.



At the end of the day it was time to head over the Happy Hour Social sponsored by Vision Motorsports. It was good to meet with the other drivers at the end of a good day at the track. Share stories and excuses about our driving exploits. After the social it was time to check the cars and pull the memory cards from the video cameras to download. The 911 had plenty of good video, but there were no files from the RoadHawk HD in the 944. Another rookie mistake, the lighter plug was not fully inserted for the camera and so it was not turning on when the car started.

Next it was back to the Hampton to clean up and then Cathy and Mark joined us for a quiet meal at the Round Table Pizza in Lancaster. Craft brews and pizza along with lots of water helped to rehydrate from the desert air. After dinner it was another early night. Although the racers had a

later start, I needed to get in early to get the radios charged and handed out to the corner workers to get the day started.

Red was out early and Steve took advantage of the cooler weather and turned a 1:33.00 and was just behind Ethan at 1:32.46 and just ahead of Mark at 1:33.26. Rick Levenson led the pack at 1:28.52, just ahead of Jad at 1:29.34.

We had a warm-up session and I just worked on my line and trying to carry more speed out of turn 8 and into turn 9. First few laps were slower and then the next few were at 1:41 and then I came in to save the tires.

Steve had another Red session and turned a 1:34.31. Jae Lee from Mirage International was picking up the pace and led the group at 1:27.56 followed by Jad and then Mike Avitt.

Now it was time to get ready for the second points sprint race. I had set up the cool-suit again as the temperatures were still warm in the race suit and it was soon time to head out onto the grid and then out on the track. This time the splitter was working and we were lined up for the start and got the green flag.

I was immediately passed by one of the faster cars who had a DNF in the first race and started at the back and then I came up on Isabella as she had a big wiggle in turn 1. I followed her up and around the Omega and then passed her on the back straight which told me something was not right with her car. Then in turn 8, I looked in my mirror and saw that she had some smoking and I thought she had a broken suspension and tire rubbing.

Now I looked ahead and tried to catch up with the rest of the pack. But as I came down the back straight I could see that there was dust in turn 9 and yellow flags were waving. I slowed and drove through dust cloud carefully and there were a couple of the front-runners off in the dirt. We kept going and I was catching up and then found we were under double yellow. As we came through



turn 8 the next time the safety crew had cleared the cars and I expected we would be going green soon. But the next time through the crew was busy working on an oil slick in turn 8 and then we were black flagged and brought into the hot pits and stopped. The smoke from Isabella was not a tire rubbing, but a blown motor and an oil slick that caught the leading cars as they came into turn 8 on their second lap.

The good news was that the race was just before lunch as it took awhile to get the oil cleared and to send us back onto the track and then another lap before the finally gave us the green flag to start racing again. It was déjà vu as I was passed by one of the cars who had gone off and tried to keep up with Tim's 944 but he slowly pulled away and I was holding down the back of the pack. I was trying to pinch turn 9 and stay out of the oil-dry and still carry speed onto the front straight.

Then the leaders started coming through to lap me. Thankfully they were spaced out and passed quickly on the straights. The last excitement came as Charles Wirken was limping home and I passed him on the final lap on the back straight and then took the checkered flag.

Dave Elsner (GTC6) was the winner with a best laps of 1:24.885 and followed by Nathan Johnson (GT3), Sohaib Kureshi (GTA1), Charlie Persico (GT3) and then Dan Carusillo (GT4) in 5th. Rounding out the top ten were Frank Powell (GT4), Philip Strong (GT3), Peter Czajkowski (GT4), Mark Davidian (GTA1) and Bruce Wing (GT4). Other class winners were Joe Wiederholt in Spec Boxster, Sean

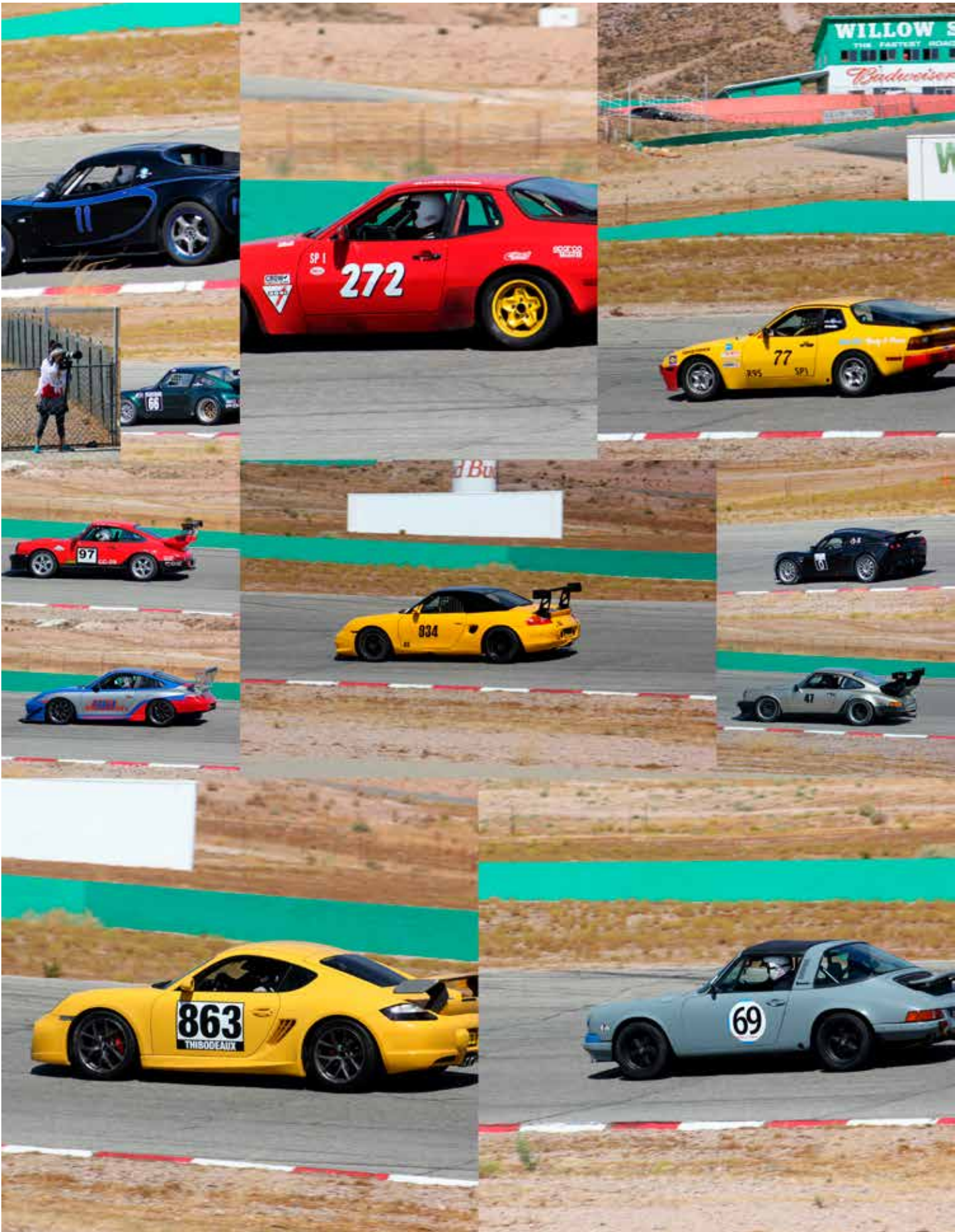
Neel in Spec 911 and then Tim Meyer in Spec944 and I was in 2nd in Spec944 with Cahrls Wirken finishing last but taking the top spot in GTD. The fastest lap went to Dwain Dement with a 1:24.795 but he was a DNF along with Roland Schmidt, Randy Bergum and Isabella who now had a hole in the side of her block with parts falling out.

The rest of the afternoon went quickly and we were soon ready for timed runs. The big dogs lined up first and after the first group was flagged off it was Jad Duncan (CC13) for TTOD at 1:28.21, just ahead of Rick Levenson (CC15) at 1:28.43, Mike Avitt (CC15) at 1:30.35, Robert Forrester (CC14) at 1:31.88 and then Ethan Dahlkamp (CC11) at 1:32.32. Rounding out the top ten was Mark Rondeau (CC08) at 1:32.93, Ricardo Olimon (CC11) at 1:33.23, Steve Grosekemper (CC09) at 1:34.11, Bruce Wing (CC12) at 1:34.46 and Don Middleton (CC12) at 1:34.58.

My timed laps went well and I came through at a 1:42.19, but was nipped by Dave Diamond who took the top spot in 944Spec at 1:42.07. CC04 went to Mike Miller at 1:44.95, CC05 was Diane Cafferata at 1:47.49 and CC07 went to Dave Hockett at 1:36.72. CC16 went to Alain Stad at 1:39.60 and SS04 went to Anastasia Berta at 1:48.09. In the X-men Russell Shon nipped Robert Bazier 1:34.76 to 1:35.53.

Then it was time to pack up the trailers and head for home. We ended up taking the I405 home and made good progress and started planning for our next events at Chuckwalla and then Buttonwillow.







"NO ROADS REQUIRED" features OFF ROAD VEHICLES



Text & photos by Michael Harris

The current exhibit at the San Diego Automotive Museum in Balboa Park truly fits the description "and now for something completely different." The display features off road vehicles ranging from major manufacturer's trucks that are capable of being driven off road, such as a 1970 Chevy Blazer previously owned by racer/actor Paul Newman; an early Meyers Manx Dune Buggy, a VW powered fiberglass special capable of being driven on the beach or in the desert sands of Baja California; or full on off road racing vehicles such as SoCal builder "Corky" McMillin's Beagle Two SCORE off road Baja racer and a 2010 Geiser/TSCO 455cid displacement Desert Racing Truck from El Cajon. The latter racer has to be seen to be believed. The owner is TSCO which stands for Tube Specialty Company that fabricates pipes and tubes. This

truck has raced from Las Vegas to Reno, off road, in the Baja 1000, Parker 425, SCORE San Felipe in 2016 and the 2017 Mint 400. This monster truck weighs 6,000 pounds and is powered by a 455cid American V-8 producing about 850hp. The truck's panels have been removed on one side to view the chassis and reinforced cage and header. The engine is still concealed. With the matte gray finish, the truck looks like what one would imagine as being from an invading force from outer space. Motorcycles have always been well represented off road and this display is no exception. One of the rarest bikes is a 250cc CZ 250 from the Czechoslovakian Weapons Factory. CZ started bike production in 1932. After WWII the bikes won seven Motocross Championships with East German riders. This bike was displayed and featured in a Paul Newman film, "Sometimes a Great Notion."

Something more familiar to Southern Californians who may occasionally go off road for recreational purposes is Bruce Meyers' Manx #1 "Old Red." Bruce Meyers grew up in Southern California during the days of hot rods, rock and roll, and surfing. He saw some heavy and ungainly vehicles being driven off road with heavy clunky engines and thought a small air cooled opposed four cylinder Volkswagen engine would work a lot better. He took a modified VW Kombi bus with wide rims off road, calling it "Little Red Riding Bus." His next try was with a metal frame molded inside a fiberglass body to attach





the metal suspension parts and engine to. This process was heavy, complicated and expensive. Old Volkswagen beetles were plentiful and he redesigned his fiberglass bodies to fit on a shortened VW floorpan. The process was simple and light, reduced the cost of assembly and the cars were incredibly quick and fun to drive. Almost like a Porsche. Meyers designed other dune buggies including a "Towed" built to be towed by ones passenger car and only fit for off road driving and without all the features required for road vehicles. Bruce and his wife still live in SoCal and will be attending a book signing party at the Museum in November.

This is but a taste of the wide selection of commercially available off road vehicles and several home built "one off" creations on display. Several new vehicles have been added to the permanent display side including a 1957 Cadillac Series 70 Eldorado Brougham, a 1970 Buick GS high performance coupe, a 1969 Jaguar XK-E 2+2, and a 1969 Impala Low Rider. The most unusual of the four is the 1957 Cadillac Brougham. Cadillac had

claimed the title "Standard of the World" for their vehicles for decades and 1957 was the 50th Anniversary for the marque. General Motors with chief stylist Harley Earl were at the top of the automotive kingdom and the Brougham model was a special order handmade edition limited to 400 cars. The model offered over 45 leather trim interior combinations alone. The 365cid V-8 produced 325hp. Luxury features were years ahead of its time with an automatic trunk lid release, automatic memory seats, cruise control, high pressure cooling system, electric door locks, power windows, six-way power seats front and rear, and air conditioning. The transmission was a four-speed Hydra-matic automatic. Luxury and exclusivity did not come cheap. Original price was \$13,074. The owner of the display vehicle recalled that the first time he saw such a vehicle was in the early 1960s where he was working as a car washer at a hot rod and muscle car shop in the San Fernando Valley. He stopped and stared. He never saw another until he found this one several decades later. This car has been lovingly restored to factory specifications including the original power train.

The 1970 Buick Grand Sport GS 455 represents a different love affair with power. GM had downplayed high performance cars since around 1964 when they decided not to pursue the Corvette Grand Sport as a possible Cobra beater in sports car racing. GM had a policy of not putting the largest V-8 engine in that line into the lighter bodied cars. So Pontiac's John Delorean instead offered an engine "option" of a 389cid V-8 in lieu of the smaller 326cid V-8 for the lighter bodied Pontiac two doors and the option sold like hot cakes. Thus the Pontiac GTO was born in 1964. Late 1968, 1969, and 1970 was the end of the Muscle Car era (okay into 1971 but they were dropping compression ratios to conform to lead free and low octane fuel by then). This Buick is one of the few factory hot rods that



Buick built and it was a beauty. Offered in two stages with even more power with Stage II, this car has been modified by the owner with larger pistons, hotter camshaft, high performance heads, and larger carburetor and MSD electronic ignition; an excellent example of the breed.

These are but a few of the many outstanding display vehicles in the Museum. The visuals that accompany the Off Road vehicles are worth your admission price alone. Open daily from 10am.



SDR Autocross 9-24



Photos by Greg Phillips

SDR Concours Results



Full Concours

C-1	1965 356 SC	Peter Chifo Jr	324.4	1
C-2	1965 356 C Cab	Raul Ilzade 2.2	322.8	1
C-3	1970 911S Coupe	Dylan Doherty	323.8	1
C-5	1984 911 Cab	John Hicks 4.6	320.4	1
C-8	1970 914-6	Dave Walker	324.7	1

Street

S-1	1963 356	Joe & Karen Nedza	240.0	1
S-1	1962 356B Coupe	Fred Alder 1.6	238.4	2
S-3	1972 911S/T	Nick Psyllos	240.0	1
S-4	1974 911 Targa	Jose Cortez 0.7	239.3	1
S-6	1998 Carrera S	Gabe Simion	239.2	1
S-6	1996 993 Turbo	Yoon Huh 2.0	238.0	2
S-7	2005 Carrera GT	Tom Frick 0.5	239.5	1
S-7	1999 911 Carrera 4	Rafel Gomez	239.4	2
S-7	2006 997 Coupe	Nick Monroe	239.2	3

Special Categories

SC-1	2005 Boxster	Kris Liddle 1.1	238.9	1
SC-1	1994 964 Turbo	Bill Noon 1.5	238.5	2
SC-1	1979 911 SC	Tom Haines	238.4	3

Ubergang

UG-1	2011 Boxster Spyder	Bill Clevenger	174.9	1
UG-1	2004 Boxster S	Rob Walker	173.6	2
UG-2	2014 Cayman S	Don Fitzgerald	174.5	1
UG-2	2014 Cayman S	Shawn O'Connell	174.3	2
UG-3	2015 Porsche Turbo	Evelyn Shiraki	174.5	1
UG-5	2014 Panamera S	Rob Ashley 1.1	173.9	1

Unrestored

UR-3	1965 911 Coupe	Robert Young	239.3	1
UR-5	1986 930 Turbo	Steve Lopez	239.7	1
UR-6	1995 911 Carrera	Livio Santini	239.3	1
UR-9	1983 944	James Borowske	239.6	1

Wash & Shine

W&S-51	1984 Carrera Cab	Nate Guerriero	129.5	1
W&S-51	1987 911 Carrera	Don Pratten	129.1	2
W&S-61	1998 993 C2S	Fred Hamilton	129.6	1
W&S-61	1990 964	Afshin Nayeri	129.5	2
W&S-72	2004 911 Turbo	Geronimo Guevara	129.9	1
W&S-72	2007 997 GT3	Jim Binford 0.5	129.5	2
W&S-81	1970 914-6	Matt Kenyon	129.2	1
W&S-91	1989 944S2	JP Garreton	129.4	1
W&S-102	2008 Cayman S	Lou Slocum 0.3	129.7	1



SDR Mystery Weekend Oct 14-15



SDR Mystery Weekend Oct 14-15



Photos by Ted Witte

SDR Mystery Weekend Oct 14-15



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Membership

New Members

Jason Abulencia
San Diego, CA
2006 911 Carrera 4S Cabriolet

Jennifer Caulfield
Encinitas, CA
2009 Cayenne GTS

Rick Crooks
San Diego, CA
2013 Panamera Turbo

Ann Marie & Michael Easterling
Oceanside, CA
2016 Macan S

Armando Flores
Rancho Santa Fe, CA
1964 356 Coup

David Gebhart
La Jolla, CA
2000 911 Carrera 4

Pascal Gai
San Diego, CA
1958 356 Speedster

David Goodman
San Diego, CA
2015 911 Carrera 911

Scott Graupmann
San Diego, CA
1983 911 SC Targa

Matt Heinz
Chula Vista, CA
1995 911 Carrera Coupe

Bradford Huard
Fallbrook, CA
2013 911 Carrera S

Rich Ingalls & Betsy Ingalls
Santee, CA
1995 968 Club Sport

Bart Jacobs
San Diego, CA
2001 911 Turbo Coupe

Jacques Leglise
Warner Springs, CA
2002 911 Carrera Cabriolet

Richard Lin
La Jolla, CA
2017 718 Boxster

Gary Miller
Spring Valley, CA
2001 Boxster S

Timothy Nagy
Cardiff By The Sea, CA
1988 911 Carrera Coupe

Tom Osborne & Birgit Neukirch
San Diego, CA
2006 Cayman S

Anne Peters
San Diego, CA
2001 Boxster

Barton Rivin
San Diego, CA
2016 Cayman S

Craig Tabor
Encinitas, CA
2015 911 Carrera 4S Cabriolet

Ramiro Valenzuela
National City, CA
2009 Cayenne Turbo S

Christopher Walker
San Diego, CA
2001 Boxster S Convertible

Anniversaries

Five Years...

Paul Bailey
Kevin Carter
David Hollingsworth mr
Robert Lazarus
Jeff Norman

Ten Years...

Michael Brown
Gary Cropp
Lawrence Gitman
Harley Haag
Tim Williams

Fifteen Years...

Jeffrey Childers
Charles Gottesman
Joerg Pethke
Will Rogers

Twenty Years...

Jerold Griffin
Lubomir Podolsky

Twenty Five Years...

Benjamin Binford

Thirty Years...

David Hayhurst
Larry Speidell

Forty Five Years...

James Arnett

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Secondary Members:	111
Total Members:	2740



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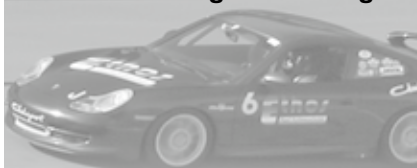
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portfolio: <http://www.billbehun.com>



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Members of San Diego Region PCA may place, at no cost, ads of up to 25 words to buy, sell, or trade specific items. Member ads of more than 25 words are charged at 20 cents per additional word.

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

All classified ads must be placed through the club's web site: www.pcasdr.org.

The classified ads service is managed by the AD2AD Network (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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RENTALS

944 autocross rental Great gift idea. From street to full race, \$250-\$300. Instruction included. Arrive and drive. Call for details 619 994 0919

STREET CARS

1985.5 944 red/black Wife original owner. 153k odo. AC, CC, SR, Toyos on phone dials, Alpine stereo. Good condition. Runs great. Garaged. Asking \$5900. (949) 244-5740

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

2001 Carrera Coupe 49000 miles, 6 speed, Guards red/black, sport exhaust, aero pkg, new Dunlop Direzas, immaculate well maintained car. Owned since 2007. \$25k. (760) 436-7556

2001 Carrera2 Guards red/black 6-speed, owned since 2007, 15000 miles in 10 years, immaculate garage queen. You won't find a nicer Porsche for the money. \$23,500 (760) 415-3567

2002 996 CABRIO 49KMILES. Chrome OEM rims. 6CD Changer. Bose. BlackTop. PerfectCondition. \$26K WithCoverFrom Porsche. WindDeflector. SealGrey. ElectricLeatherSeats with Memory. (858) 500-2739

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

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

2015 Cayman GTS 2015 Cayman GTS with PDK.

2500 original miles.

Agate Grey Metallic with Platinum Grey Leather Interior.

As new. \$72.5k. Call Clark. (760) 670-5327

944 Early 1985 In good shape Rebuilt head, new fuel pump, rear tires, CAT, good interior. 100k-ish-mi. smogged. \$5200 obo/trade for Euro motorcycle. Mark (951) 294-7717

'97 993 silver w/ red interior classic air-cooled top down fun 87,000 miles

new gaskets, belts, fluids and filters. (last week)

\$52,500

transferred out of country, need to say goodbye.

(760) 840-7711

TRAILERS

Featherlite SURV 7943 Garage/living space goose neck.< 8k miles near perfect. This aluminum trailer is easy to tow considering its size. Numerous upgrades. Moduline cabinets, Honda 6k genset. Electric rear ramp and front landing gear. Fuel bowser, sleeps 6, recent tires, batteries, awning. \$53K See CL ad for detailed info. (619) 275-6076 (619) 275-6076 (619) 275-6076

PARTS

RSR 9x15 original Fuch wheels. One set of 2. Wheels date stamped 12/75. Product number 911 361 020 03. \$4000 (760) 787-1161

NEW Cobra Race Seat Black Suzuka Pro-Fit seat still in plastic bag. Uses 5 or 6 point harness. \$700 Steve (760) 745-4639

Recaro Pole Position Seat \$650

Configured for Driver's side 2002 Porsche 996 (760) 710-1049

HRE 19" FLOWFORM FF01 Wheels Black 8.5 X 19 Fronts, 11 X 19 Rears. \$1400 OBO. Fits 996/997/991/991S Pics on Request. Call or Text Angela 619-871-8111

Boxster Spyder 981 parts ! foot pedals, rear tail lights, door handle pulls, gas cap like new condition off 2016 Boxster Spyder. make offer... 619-618-5565

Cool shirt cooler and pump 15 L Shafer cooler 12V pump, mounting tray, strap, 8' hose. You just need a shirt! \$150/ obo

Frank (619) 985-2997

BBS 16" wheels & tires 1 set-9",8"x16" 3 peice aluminum rims, V710's 10 heat cycles. \$1,400

1 set- 9"x7"x16", BFG R1

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HRE 8 & 9.5 X 17 inch wheels Classic 3-5-style 3-piece.

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\$1600 / obo
Frank (619) 985-2997

2 Bridgestone RE 71R tires 2.75 / 35 R19. Tread wear 200. 5/32 inch tread on tires (7/32 when new). \$125 each OBO (760) 745-4639

2 yokohama Neova ADO8R \$300 245/40R18. Save \$210 over new! Driven maybe 50 miles; nubs still on the tread. Pickup in La Jolla. endoguess@mac.com (858) 456-2480

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

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

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

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SDR Autocross 9-24



Photos by AB

SDR Autocross 9-24



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For display advertising contracts and billing information, please contact:

Tom Gould

witnessads@pcasdr.org

Rates

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

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

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

Submissions

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

Deadline for submitting new ads or changing existing ads is the 15th of the month preceding the issue date.

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Zone 8 website: zone8.pca.org/

National website: www.pca.org/

AX & TT Results: results.pcasdr.org/

Online registration: pcasdr.motorsportreg.com/

Forum: forum.pcasdr.org/forum/

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

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