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The official publication of the San Diego Region Porsche Club of America  
January 2018



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# Features and Pictures



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## On the Cover



# WINDBLOWN WITNESS

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## San Diego Region 2017 Board of Directors

board@pcasdr.org



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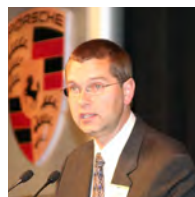
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### Director

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### Director

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# San Diego Region

## 2017 Committees

### Archivist

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John Straub

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Robert Schweizer  
Coronado Speed Fest

Katie Kinnering

John Bell

### eMaster

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858.692.9150

### Goodie Store

Bob & Betty Hallet

### Historian

John Straub  
619.667.3826

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Jim Ryan  
858.455.6898

### Membership

Giselle Gonzalez

### Military Liaison

Rick Richardson  
619.855.9200

### Panorama Articles

Greg Phillips

### Policies/Procedures

Tom Brown

### Rules

Russell Shon

### Rally

Eric Marc-Aurele

### Scrutineer

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### Social

Victoria Varon

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619.851.7919

### Sponsor Liaison

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Ulrick Matsunaga

### Tours

Keith Verlaque  
619.817.5446

### Volunteer Coordinator

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- Webmaster

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916.596.0385

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858.454.5446

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619.249.3513

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Andrew Raines

Rick Richardson

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Christopher Riordan

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Dawn Grove

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619.315.9184

### Tech Inspection

Steve Grosekemper

### Tech Advisor

Steve Grosekemper

### Timing

Herb Meeder

### Equipment

Roger Bush

Matt Sparks

### Logistics

Owen Coulman

Charles Gillespie

Eric Marc-Aurele

## Driver Education/Time Trials

### Chairs

Jack Miller  
619.994.7695

Robert Baizer  
858.720.0425

### Chief Driving Instructor

Jack Miller

### Club Racing

Tom Brown

Greg Phillips

### CDI/DE Schools

Jim Abbott

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Frank Powell

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### Safety

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# From the Editor



I was editor of the Witness from late 2008, until December of 2013, when I became National Parade Chair. I handed it off to another SDR member, but that lasted just one year. So, I took it back for a year, and then handed it off again, but that didn't work either. Greg came to my rescue. Greg was a Witness editor before me, and got stuck again. So I guess it's only fair that I take over from him this time.

I like producing the Witness, but I do wonder what the future is for a printed magazine. Many regions are going to an online only newsletter—I think we are a dying breed. And unfortunately, it is too easy for everyone to criticize the WW—we have too many ads versus articles for one. YES, we do! So write something. Frankly I don't care if it's about driving, or at least not driving at an AX, club race or TT. Michael Harris wrote many great articles a few years ago about driving or cycling through Europe. He dropped in the name of cars he saw along the way, and I just bet he kept you entertained.

I will take this opportunity to thank my three mentors, Skip Carter, Larry Clark, and Greg Phillips. Skip is now editing the Club Racing News. You can see the similarities between this mag and his—that's not my doing, it's his. Larry died soon after he gave me all the lessons I needed to produce the magazine, and Greg and Pat remain friends, even if he saddled me with this job. My other hero is Tom Tweed, who edits the Witness for me. Without him, I couldn't do the job. I will continue to use Angela Avitt and Martha McGowen as proofers, if they will put up with me.

From Greg's last article: "I will continue to write articles and take photos to help the new editor."

Yes, Greg, I'm holding you to that! 



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# From the Co-driver's Seat

Tom Gould  
SDR President

Happy New Year! Hope you had a wonderful holiday season!

2018 may only be a couple days old, but San Diego Region doesn't slow down. In January we have an Autocross, a Time Trial/DE, our Porsche Prom/Installation Dinner, the Drivers Award dinner, a Board meeting, and our two regular monthly social events: the Last Tuesday Social dinner and the Cars and SDR coffee gathering on the last Sunday. Well, now that I look at it, it is kind of a slow month for us!

I would again like to thank the 2017 Board members for their hard work making last year a great year for SDR. Especially our outgoing Board members: Sara Gengler, Bob Hallett, Matt Schiller, and Dan Carusillo.

By the time you read this, the 2018 Board will probably have already met for the second time for this term. We have a great team this year already working for you. Come out and meet our newest

board members: Victoria Varon, Mike Miller, Marc Matanza, and Jennifer Norenberg; and our returning board members: Tom Brown, Keith Rampmeier, Karen Garcia Raines, and myself.

Come out to one of our many events and get to know us and our passion for Porsches! Let us know what we can do for you and Porsche. Better yet, what talents do you have that you can share with the club? We are always looking for volunteers! Come on out and see what this fabulous club is all about!


About the title. My passion for Porsches and cars goes way back to when I was young and used to sit in the back seat of my parent's 356 while they went on road rallies. Eventually I found myself in the right seat being a Navigator on rallies, participating and organizing hundreds of them over the years. The duty of the navigator/co-driver is to provide direction/timing for the driver and making sure the rules are followed. The driver gets to concentrate on driving.

The driver of this club is you. The board and I are sitting in the right seat – here for you anytime. Enjoy the drive!

Tom Gould

SDR President





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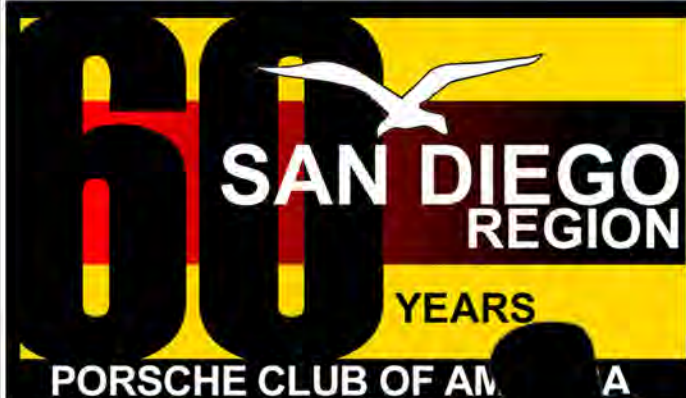
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# December Board Meetings

## PCA-SDR 2017 Board of Directors Meeting 12/06/2017

Home of Martha & Keith, 2270 Nielsen Street El Cajon CA 92020

**Attending: 2017 Board: Karen Garcia Raines, Bob Hallett, Tom Brown, Keith Rampmeier, Sara Gengler, Matt Schiller, Tom Gould**

### Call to Order: 7:18pm

President (Karen Garcia Raines): As the outgoing President, Karen would like to thank the 2017 Board and all the volunteers that make this Club run!

In thanks for his many years of service to the Club in various roles, John Straub has been honored by the Club as the 60th Anniversary Lifetime Enthusiast. Request for trophy budget for Prom. M/S/P.

Please note that the Zone 8 Rule Book has been updated. Changes were made for driving events involving Automatic Emergency Braking systems, collision Avoidance systems and Lane Keeping Assistance for DE/TT, window position in case of rain, and some Street Stock car classifications for models 718, 991, 981, and Panamera. For Concours, a higher competition level division was added for newer cars and an exception was added for cars damaged in route to or at the competition. Check the Zone 8 website for a full list of changes and to update your car classification.

<http://www.zone8.org/assets/docs/2018/SummaryRulesChanges2018.pdf>

Secretary (Keith Rampmeier): November meeting minutes submitted for approval. M/S/P. Two evotes: Winter Formal entry fee to be \$60.60. eM/S/P. Winter Formal/60th Anniversary gift budget to purchase art from John Straub. eM/S/P.

Treasurer (Tom Brown): Monthly Treasurer's report submitted. M/S/P. Our National Rebate arrived.

DE/TT (Tom Brown for DE/TT team): Chuckwalla & Butonwillow DE/TT/CR reconciliations submitted.

60th (Tom Brown for DE/TT team): October winner of the every 60 days drawing was Alisha Wray of Carlsbad. She won a \$200 Discount Tire certificate. Thank you Discount Tires! Robert Halleck of Del Mar won the 60th entrant contest at the Progressive dinner, winning a free entry

Signed event cards for the 60 for 60 are due Dec 26. Instructions are in the December Witness and will be emailed as well. Budget request for John Straub artwork (60 for 60 prizes), amending prior evote. M/S/P. There will be an additional budget request forth coming for the 60 for 60 in January, once we have the actual numbers of participants. Budget request for 60th Anniversary gifts for Winter Formal. M/S/P.

Social (Victoria Varon): Progressive Dinner had 92 participants and the Volunteer party was a success! The Wine Blending event at the Bernardo Winery had participants split into 4 teams and compete for the best blend. Planning is on going for the January Porsche Prom and "Porsches & Parks - 4 Corners" coming next May. Since Victoria is joining the 2018 Board, she is recruiting for new members of the Social Committee to help with planning events.

AX (Mark Curran): Presented Nov 5 AX reconciliation. Weather was perfect and this was the 10th and final points AX for the year. Upcoming events: 12/9/17 "Other Car AX" and a 1/6/18 AX.

2018 event dates secured from the Stadium (exact events TBD): 1/6 AX (already approved), 2/17, 3/11, 4/14-15, 4/28-29 PDS, 5/12, 5/26, 6/9, 6/30, 7/21. Request to hold these dates. M/S/P

Mark extends his deepest thanks to the ENTIRE AX team for their tireless help during his reign as AX Chairman. Unfortunately for us, he is stepping down as AX Chair for 2018. The board extends its thanks to Mark for a tremendous job the last few years. He's built a strong team and ran very efficient events. He will be missed in the AX Chair Capacity. Needless to say, we are now searching for an AX Chair...

Jim Binford gave AX search committee report. The combined group of BMW, SCCA & PCA-SDR has made inroads with a local military base where we could host events. This will require us providing a very tangible benefit for the troops, possibly to include: military-only driving schools or AX events, contributions to base Morale, Welfare & Recreation committee. Approval for Jim to move forward and contact the base CO. M/S/P.

Charity (Lori Chesley, Carmen Richardson): Charity would like to remind everyone that the Rady Toy Drive is Nov 1-Dec 17 and Breakfast with Santa is Sunday 12/17 from 9 am-11am.

Tech Sessions (Jim Mullady, Ulrick Matsunaga): Final tech



session of the year at Porsche of San Diego, Saturday 12/16 from 10am-12pm.

CDIsQ (Keith Verlaque, Andrew Raines, Rick Richardson): Would like to have the Spring 2018 PDS date 4/28-29. M/S/P. Presentation of the Fall 2017 PDS budget reconciliation.

Rally (Craig Fenstermaker, Eric Marc-Aurele) Rally committee would like to host an event 3/31/18. M/S/P.

Tours (Keith Verlaque, Mike Brown, Vinh Li): 79 cars on the last tour!!! First tour of 2018 will be 3/18 and a 6/17 Father's Day Tour!

Drivers' Awards Party (Carmen Lopez, Angela Avitt): Raffle/door prizes have been secured from Discount Tire and Chuckwalla Valley Raceway and submitted a budget request for other items. M/S/P.

Social Media (Marc Matanza): #PCASDR We have 10 social media accounts that can be found on the webpage: pcasdr.org The Facebook page has 1732 followers, up 234 from January 2017. The team is Tom Brown, Karen Garcia Raines, Victoria Varon, Bev Gould, Greg Bartley and Marc Matanza, and editors John Straub & Sara Gengler.

As a reminder, be mindful of what you post and hashtag on behalf of PCASDR. Avoid spamming and offensive posts. All San Diego Region social media avenues will embrace the PCA Code of Ethics and Conduct, especially: "We treat neither fellow members nor non-members in a way that is demeaning, embarrassing, derogatory, or otherwise inappropriate."

Insurance (Cathy Young): Up to date for December.

Membership (Genette McGowan, Gisele Gonzales): Membership report: Primary/Affiliate/Total: 1720/1005/2725. Year-over-year change: +83/+27/+110

Automotive Museum (Michael Harris): The new display continues with "No Roads Required." The display features a group of off-road vehicles ranging from dune buggies, full-on racing Baja type buggies and trucks and motorcycles. There are also several new and unusual American cars including a low production 1957 Cadillac Brougham that stickered at \$13,074 in 1956 and 1957. By comparison a Chevy 150 coupe of that era sold new for under \$1,900. Another low production GM product is a 1970 Buick GS hardtop with a 455CID V-8. There is always something for everyone: Porsche owners should enjoy the Meyers Manx Dune Buggy based on a shortened VW Bug chassis with a rear-mounted, opposed 4 air-cooled engine. The Museum just concluded December Nights at Balboa Park with free admission December 1 and 2 from

5 to 9pm where attendance is up to 6,000 visitors a night.

Other Committees: No report submitted for this month.

Announcements: Thank you Martha & Keith for hosting!

Next Board Meeting: 1/3/18 at the home of Bev and Tom Gould, 1548 Roma Drive. Vista 92081

Adjournment: 9:01pm

## **2nd Board Meeting with 2018 Board**

### **PCA-SDR 2018 Board of Directors Meeting 12/06/2017**

**Home of Martha & Keith, 2270 Nielsen Street El Cajon CA 92020**

**Attending: Tom Gould, Tom Brown, Keith Rampmeier, Victoria Varon, Mike Miller, Marc Matanza, Jeni Norenberg Bartley. Advisor: Karen Garcia Raines**

**Call to Order: 9:11pm**

President (Tom G): Thank you to the outgoing Board Members for your service: Sara G, Bob Hallet, Matt Schiller. Past President Karen Garcia Raines is vacating her second year as a Board Member to become Board Advisor. The 2018 Board has selected Marc Matanza to fill Karen's remaining 1-year term. M/S/P.

Treasurer (Tom B): Quick recap on how the club finances work, accounts, persons involved, and budget procedures for events. Budget meeting next Wednesday for 2018 Club operating budget (not event budgets).


AX (Mark C): Proposal for a free AX gift certificate for closest Top Time of Day guess. Only the closest guess can win and that person must be present at the end-of-day awards ceremony to win (No award to 2nd closest). M/S/P. This will replace the "Guess the exact TTOD" that was never won in the 2 years we ran the contest.

Social (Victoria): Request 4/7/18-4/15/18 for Porsches and Parks Tour. M/S/P.

Other Committees: No report submitted for this month.

Announcements: Thank you Martha & Keith for hosting!

Next Board Meeting: 1/3/18 at the home of Bev and Tom Gould, 1548 Roma Drive. Vista 92081

Adjournment: 10:00pm 

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# PCA-SDR Annual Toy Drive

By : Carmen Richardson; photos by Fidel G. Gonzales

The PCA-SDR Toy Drive is a favorite holiday event with our club members. Each year, the Charity Committee organizes the event to support Rady Children's Hospital. The call for toy donations went out to our club members. Our local Porsche dealers put up donation boxes as well. With the help of PCA-SDR "Elves," Lori Chesley, our Committee Chair, gathered up donations. Several club members donated cash to support the event, and Lori graciously went shopping and filled shopping carts full of toys.

On December 17, 2017, club members arrived at Mimi's Café for breakfast with Santa (Greg Phillips) and Mrs. Claus (Pat Corona-Phillips). Several club members contemplated asking Santa for a new Porsche! However, the day was all about the kids. Our club kids received goodies and pictures with Santa. After breakfast, the Elves packed up the Porsche trunks. What a heartwarming sight to see

as our club cars, mimicking the reindeer and Santa's Sleigh, pulled into the driveway to deliver toys to Rady Children's Hospital.

Excitement grew as trunks overflowed with toys. The Rady staff expressed their gratitude to our club for our annual support to this very important service project. The toys bring much needed joy to help these little patients endure the scary challenges associated with hospitalization.

Thank you to the Charity Committee volunteers, Lori Chesley and Carmen Richardson, the members of the board, the staff at Rady Children's Hospital and most of all to our wonderful club "Elves" who brought toys and volunteered their time and resources to make this event happen. 🐦



Bev and Tom Gould with Karen and Andrew Raines





It takes a team!



Santa (Greg Phillips) with future Porsche enthusiast



Chair Lori Chesley with Santa and Pat Phillips



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# Operation Santa's Elves 2017


by Jerry De Lira

This past July, PCASDR member Rhiannon Spadaro was sitting in an airport when she got the idea to give away Christmas trees to active duty military families in San Diego. "I was at my gate thinking, what are we going to do this year? What would have the most impact for the families? I know from experience that a lot of organizations do toy drives and we have done our own version the prior year- I wanted something different. So I came up with Tree's! I know they can be a bit of a cost for families and thought it would be great!!" The result of Rhiannon's vision was "Operation Santa's Elves"; a full-on holiday carnival that saw 2378 military and family members in attendance, over 1350 Christmas trees distributed, four bounce houses, a live DJ, a snow machine, hot chocolate, latte's, an exotic car show, and appearances by Santa Claus, Mrs Claus, and The Grinch.

Though Rhiannon's company, Retirement Funding Solutions was the main sponsor for the event, there was no shortage of volunteers and co-sponsors that were willing to help pull this event off. In total, there were 168 volunteers and 11 co-sponsors including Fry's Electronics (who generously supplied the venue), Synergy One Lending, One Reverse Mortgage, O'Gara Coach La Jolla, Ferrari San Diego, Warrior Brotherhood, ERI Repo, Bimbo Bakeries,

Maserati of San Diego, Alfa of San Diego, and Mud Jugs.

To help put an even bigger smile on the families' faces, Rhiannon decided to include an exotic car show in the festivities. There were many beautiful cars on display thanks to PCASDR members and other sponsors. Among the Porsches was Bill and Vida Siino's Carrera GT, a 991 GT3RS, a 997 GT3, and Bruce Wing's concours winning 993. In addition to the Porsches, Mark and Katie Kininger (who also volunteered to distribute trees) brought their Chevy muscle cars, and Keith LaRoche brought his bright green Lotus Exige. The car show also featured two Ferrari 488 GTBs from Ferrari of San Diego, an Alfa Romeo Giulia Quadrifoglio, a Lamborghini Huracan, two Maseratis, a Bentley and Rolls Royce.

While a little girl and her parents admired his shiny red 993, I had the chance to catch up with Bruce Wing who said of the event; "They're doing a good thing here for the military and in this time there needs to be support for the people out there that are giving us the opportunity to live free here in the United States. I'm blessed that I'm able to come down here and share this moment with all these wonderful people in this great community that we have here in San Diego." 



# January - February 2018

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## Jan 3 Wednesday Board & Member Meeting

**Time:** Dinner starts at 6:00 PM. Meeting starts at 7:00 PM.  
**Place:** Gould Home, 1548 Roma Dr., Vista CA 92081  
**Details:** Bring your own beer and wine. Meet the board and see how the club operates and decisions are made.

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## Jan 6 Saturday PCA-SDR Auto Cross West Lot

**Place:** SDCCU 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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## Jan 13 Saturday PCA SDR Porsche Prom/Winter Formal (Porsche of San Diego)

**Time:** 6:00 PM - 11:00 PM  
**Place:** 9020 Miramar Road, San Diego, CA 92126  
**Cost:** \$60.60 per person  
**Details:** Come one, come all to our 60th Anniversary Porsche Prom, where we will be celebrating our 60 Year Diamond Anniversary of Porsche Club of America, San Diego Region! You can register via our [motorsportreg.com](http://motorsportreg.com) link: [www.msreg.com/60thporsche-prom](http://www.msreg.com/60thporsche-prom)

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## Jan 20 Saturday Zone 8 Concours (Palm Springs)

**Time:** 8:00 AM - 2:00 PM  
**Place:** DoubleTree by Hilton, 67967 Vista Chino, Cathedral City, CA, 92234

## Jan 20 Saturday Zone 8 Banquet (Palm Springs)

**Time:** 6:00 PM - 11:00 PM  
**Place:** DoubleTree by Hilton, 67967 Vista Chino, Cathedral City, CA, 92234

**Cost:** \$55 per person

**Details:** Social starts at 6 PM, dinner starts at 7 PM. \$55 per person. Registration opens Nov 1: [zone8.motorsportreg.com](http://zone8.motorsportreg.com)

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## Jan 21 Sunday PCA SDR Driver's Dinner

**Time:** 3:00 PM - 7:00 PM  
**Place:** Allen Airways Flying Museum, 2020 North Marshall Avenue, El Cajon, CA 92020

**Cost:** \$30 per person before 12/31 \$35 after

**Details:** Porsches & Planes! Please join your Porsche driving friends at the drivers' awards dinner to celebrate all the 2017 class winners for the autocross and time trial competitions

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## Jan 27-28 Weekend PCA-SDR Chuckwalla DE/ Time Trial

**Place:** Chuckwalla Valley Raceway, 25300 Rice Rd Desert Center, CA 92239

**Details:** In January we kick off the new year with our first of three events at the newest track in Southern California, running clockwise for a novice DE and experienced driver Time Trial! Registration opens December 17 at 9:00 AM at <http://pcasdr.motorsportreg.com>.

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## Jan 28 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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## Feb 6 Wednesday

### Board & Member Meeting

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

**Place:** Kinninger home, 1629 Hillsmont Drive El Cajon, CA 92020 United States

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

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## Feb 17 Saturday

### PCA-SDR 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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## Feb 24-25 Weekend

### PCA-SDR Streets of Willow DE and TT

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

#### **Details:**

In February we make our triumphant return to the twisty Streets of Willow Springs for a novice DE and experienced driver Time Trial running clockwise! Registration opens January 14 at 9:00 am at <http://pcasdr.motorsportreg.com>.

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## February 25 8:00 am - 10:00

### Cars & SDR (Carmel Mt.)

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. Join us on the last Sunday of the month from 8am-10am. Meet at: Jessie's Bake Shop in Carmel Mountain. 12075 Carmel Mountain Rd, San Diego, CA 92128 Cross Streets: Near the intersection of Carmel Mountain Rd and Conference Way (858) 675-0633 <https://local.yahoo.com/info-20898212-jessie-s-bake-shop-san-diego>

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## Feb 27 Wednesday

### PCA-SDR Last Tuesday Social

**Time:** Cocktails at 6:30, dinner at 7pm.

**Place:** 3810 Valley Center Dr. Ste 903, San Diego, CA, 92130 ,

**Details:** Meet up with your Porsche club social friends at Spices Thai Cafe (858) 259 0889



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# Buttonwillow Double Crown



by Garrett Guess

*Photos and story by Greg Phillips*

The last track event of the season was a combined Club Race and Time Trial event at Buttonwillow Raceway Park, and we were blessed with great weather. I would be driving my 944Spec in the Club Race, and Steve Grosekemper was planning on driving it in the timed laps for the Time Trial and hoping for a new track record. It did not work out quite that way.

It started out well with the caravan of Steve and Dan Chambers towing the 944, Pat and I were in the Expedition and Cathy Young towing her tire trailer with her Boxster S leaving from Palomar Airport Road and heading north. The traffic was light for a Friday and may have been due to the Veteran's Day holiday. After a quick lunch in Santa Clarita, we continued on. Steve stopped at the track while Cathy and I continued on to the Best Western in Wasco and checked in, and I made arrangements for the PCA National staff who were managing the club race, thanks to the assistance of our sponsors Black Forest, Mirage International and Vision Motorsports.

Then it was back to the track to try and get settled in for the weekend. Unfortunately there was a

large Time Attack group that was finishing up a 2 day event and they were still handing out awards as the sun was setting. Phil Strong had also arrived with all of the PCA national equipment boxes so Pat and Cathy were able to get set up for the race registration after the PCA steward Gary Knoblauch arrived along with the scrutineer Lori Schutz, and for timing & scoring Simon Pontin.

There was also a discussion about our plans for an Enduro on Sunday to end the weekend. I was informed about a month before the event that for 2017 they would no longer allow hand timing of pit stops for points races if the track did not have timing loops for the pits (which Buttonwillow does not have). They did provide instructions for setting up a temporary timing loop and I had ordered another loop and the gorilla tape needed to place it down. My plan was to install the loop during the TT timed laps on Sunday afternoon (just before the Enduro) so that it would not be subjected to more stress over the weekend. But Gary, the steward, pointed out that he needed to see that it would work so that he could notify the racers which races would count for points at the drivers meeting on Saturday.



So now we needed to get the loop set up Saturday morning. Thankfully Tom Brown, my race co-chair, and David Wittereid, the Zone 8 rep, were on hand. They worked with Simon and found the rest of the equipment needed, and agreed to come in early on Saturday and set up the loop and have it tested before the drivers meeting.

Meanwhile, Ethan Dahlkamp had arrived with his trailer, where Steve and Dan would be staying, and Steve was also able to get into his garage and set up time trial tech inspection. Robert Baizer was also on site handling the TT registration in his RV.

After the close of registration, it was time for the race orientation meeting upstairs in the classroom. Although I was not required to attend, I still feel enough like a rookie that it helps to attend and review the passing rules and flags and also to find out who the other new racers might be. After the meeting, it was time to head back to Wasco with Cathy for dinner at Denny's before turning in early for another early Saturday start.

After a quick breakfast at Wasco, we headed back to the track to get ready for the day's events. Cathy and Pat were handling registration for the remaining racers, and I was going over the final details with the steward and the corner workers, checking the grid, along with verifying that the new timing loop was working with the wireless connection to the timing equipment. It all checked out well and we headed in for the club race drivers meeting. Gary reviewed the safety procedures and the plan for the weekend, and announced that the Sunday sprint race and the Sunday Enduro would count for points.

The club racers were out first and as we were preparing to head to the grid, the time trial drivers were heading in for their drivers meeting. We were running the used Toyo's from Chuckwalla, and we were soon flagged out for our practice session. First laps were under yellow and then we were able to pick up the pace. Daniel Fong's GT3 in class GT2 was quickest at 1:54.77, closely followed by Dwain Dement (GT1), Tom Mueller (GTA1), Dave Elsner (GTC6), Daniel Davis (GT1), Michael Kim (GTD), and Laura Ely (GTD), who were all under 2:00. My best lap was a 2:16.98, and Isabella Busalacchi was quickest in SP1 at 2:14.32.

Steve was up next in red run group and turned a 2:15.24, while the quickest was Chasen Garcias (X) and Mike Avitt (CC15) in the 1:59's. They were followed by Robert Forrester (CC14), Lorenzo Martinez (X), and Ethan Dahlkamp (CC11).

All too soon the club racers were out for our second practice session. Dwain Dement had picked up the pace and dropped to a 1:50.94, with Dave Elsner next at 1:55.11, and Sohaib Kureshi (GTA1) had also improved to 1:58.61. I had improved slightly to 2:15.46, but Tim Meyer had improved to 2:11.51 in SP1, and Isabella was next at 2:13.63. I was followed by Patrick Sloan and Randy Bergum. In the GT4 shoot-out, Frank Powell was quickest at 2:02.73, followed by Dan Carusillo at 2:04.17, Peter Czajkowski at 2:04.65, and then Jeffrey Schmidt at 2:09.02. All four were possible winners of the West Coast Series championship and were also doing well in the national standings.

The pace had also picked up in the next red run groups as Chasen Garcias (X) in his 991 Cup Car led again at 1:56.03, followed by Martin Mania (CC16), Jae lee (CC16), Mike Avitt (CC15), and Lar Kerila (CC14) all under 2:00. Ethan Dahlkamp (CC11) had improved to 2:03.61 in his Boxster, and Chris MacDuff (CC14) was close behind at 2:03.91 in his Boxster S.

Times continued to drop in the 3rd Club Race practice session, and now Dwain was at 1:48.67 and the top ten times were all under 2:00! In GT4, Frank was down to 2:01.37, with Dan at 2:01.39, Jeffrey at 2:02.24, and Peter at 2:02.33. In SP1, Tim Meyer led Isabella 2:11.95 to 2:12.84. Isabella was doing very well considering that this was not her usual car. She had blown her engine at Willow Springs and was now driving John Rickard's 944Spec (with her transmission) and trying to learn the nuances of the new car. I was next at 2:14.17 on my practice tires.

After lunch it was time for our practice starts and fun race. As it was the last race of the 2017 season, many of the drivers did not feel the need for more starting practice, so it was a smaller field for the session. After uneventful practice starts we were flagged off for another 8 laps and Dave Elsner led the way ahead of Tom Mueller and Chris Bellomo (GTD). I ended up a lap down in 8th place out of the ten that made it to

the finish, with a best lap of 2:15.84.

Next up was the first sprint race of the weekend. Since it wasn't for points, I decided to stay with my used tires and save my sticker Toyos for the Sunday races. The start went well except for Dave Elsner, who started second but dropped to 37th by the second lap. Isabella had moved up a couple of spots until the 4th lap, when she was unable to find her gears and pulled off on the front straight. This unfortunately then led to a full course yellow as they towed her out of the way. It took a few laps to get organized, and after the pace car caught up with the leaders we were soon given the green flag and racing again. Towards the end of the race I had a problem with downshifting for the hairpin at Offramp and lost some momentum, but only one place. Dwain Dement started from the pole and held the lead until he pulled off with one lap to go, and the lead fell to Daniel Fong (GT2), who held on for the checkered flag just 0.36 seconds ahead of Sohaib's GTA1 cup car. Third went to Michael Kim (GTD), followed by Dave Elsner, who recovered to move through the field for 4th ahead of Dan Burnham (GTC5).

In GT4, it was Dan Carusillo in 12th ahead of Peter Czajkowski in 14th, and Jeffrey Schmidt was a DNF. In SP1, it was Tim Meyer (25th) taking the class, and I ended up in 27th overall and second in class, followed by Randy Bergum and Patrick Sloan. I had moved up 8 places, but primarily through attrition.

After Isabella's car was towed in, Steve was able to check out the shifting problem. Unfortunately it was not a simple linkage problem. After jacking up the rear wheels and putting the car in gear, it turned out to be the clutch not disengaging fully that was causing her shifting problems. I also mentioned my shifting problems, and soon my 944 was up on jack stands and my clutch was found to be engaged when it was not supposed to be, so I was not going to be able to use my new Toyo tires. But Isabella had a decision to make, and since she was still in the running for both the West Coast and national series in SP1, she decided to run the last 2 races, but to avoid shifting, she ran the entire race in 3rd gear, and hoped the car would make it!

As the day ended and the sun was setting, it was bittersweet as we headed over to the Happy

Hour social event. Thanks to Dwain and Vision Motorsports sponsorship, the participants had a good evening of snacks and beverages. After the happy hour it was back to the garage. Since Steve and I were out of rides, there was not too much prep other than downloading the data and video footage from the 944 and getting it ready to go on the trailer in the morning. I was using a new camera with dual lenses that films forward and back at the same time. It worked well, but the forward facing lens was splattered with bugs. Ethan was still doing well in his Boxster, after Steve had taken it out and found a suspension problem and repaired it.

Dinner turned out to be pizza delivered to the Best Western, while we helped Cathy cheer for Miami against Notre Dame on the conference room's big TV, after a quick stop at WalMart for some last minute supplies. Although I would not be driving on Sunday, I was still planning on an early morning as I was still busy with helping at the event.

Sunday morning we had a little more time for breakfast before heading off to the track, and arrived just in time to get the radios out of the chargers and over to the corner workers. The time trial sessions were out first, and Dan Chambers was kept busy with his instructing for Alain Stad in his CC16 GT3RS. He started slowly but continued to make progress through Saturday, and hoped to make further progress to stay ahead of Angela Avitt (CC14) and her GT3. She had beaten him at Big Willow and he hoped to improve his standings. He had improved from 2:25 to 2:08 on Saturday, but knew he would need to go faster. His first session did not go well, with only a few laps run, but in his second session he was down to 2:05.15, just behind Bryan Van Noy's 2:04.84 in his CC14 GT3 to lead the orange session.

Red also started slowly in the first session as there was still a lot of dust on the track, but by their second session they were improving. Martin Mania led at 1:56.61; followed by Chasen Garcias (X), Mike Avitt (CC15), Jeremy Bernath (CC14), and John Krystynak (X) all under 2:00. Ethan turned a 2:04.49, just ahead of James Buck (CC15), and Mike Rozenblatt (CC13).

The first thing for club racers was a meeting for the drivers as well as the Enduro crews to review the safety procedures for the pit stops during the





Enduro. After the meeting, it was time for them to head for the grid for their warm-up session. Since I was not driving, I was helping on the grid with Ethan and Lori, along with the grid workers, to get all the racers lined up.

After the warm-up was the 9th practice session for time trial drivers. In orange, Bryan and Alain were going quickly, with Bryan still just ahead 2:01.21 to 2:01.97, with Dan Hockett (CC12) close behind at 2:02.91. In red, there were 5 drivers under 2:00, led by Chasen again, with Martin, Jae Lee (CC16), Lar Kerila (CC14) and Robert Forrester (CC14).

The second sprint race was the last session before lunch, and we organized the racers on the grid before sending them out behind the Cayenne pace car. The race went off well and without much drama. Dwain Dement (GT1) led from the pole and was never passed, and had the fastest lap at 1:51.68. Daniel Fong (GT2) started 2nd but was quickly passed by Dave Elsner (GTC6) and Tom Mueller (GTA1), and stayed in that position until the end. Sohaib Kureshi (GTA1) started 5th and finished 5th. Dan Burnham (GTC5) started behind Michael Kim, passed him on the 1st lap, and they stayed in their positions the rest of the race. Laura Ely (GTD) started 8th and also held her position to the end. The next two positions had a little more movement. Chris Bellomo (GTD) started 9th and dropped all the way to the back on the 1st lap, and was only able to move up a few positions during the race. Alex Steele (GT3) started 10th and moved up to 9th and stayed until the end. The final spot in the top ten went to Mark Davidian (GTA1) who started 18th and then dropped to 19th at the start, before moving back through the field and into the top ten.

In GT4, it was Dan Carusillo who started 12th and then dropped a couple of positions on the first lap, but was able to work his way back to 11th overall and top spot in GT4, ahead of Frank Powell, Jeffrey Schmidt, and Peter Czajkowski, who came in nose to tail in position 16, 17, & 18. In SP1, Tim Meyer was 29th ahead of Patrick Sloan, Randy Bergum, and Isabella, who soldiered on in 3rd gear to the finish. In SPB it was Heath Spencer in 20th overall, ahead of Mathew Robinson and Doug Boccignone. In SP911, it was Sean Neel in 23rd, ahead of David Higgins and Bryan Lynch.

After lunch, there was a final time trial practice session, and then it was timed runs. Since the fastest cars were out first, there was not a lot of drama, and the TTOD went to Chasen Garcias in his 991 Cup car at 1:53.79. He was followed by Jae Lee (CC16) at 1:56.05, Mike Avitt (CC15) at 1:58.63, and then Alain Stad (CC16), who saved his best for last and turned a 1:59.66 to nip Robert Forrester (CC14) at 1:58.86, and Bryan Van Noy (CC14) at 2:01.28. Rounding out the top ten was James Buck (CC15) at 2:02.82, Ethan Dahlkamp (CC11) at 2:03.13, Dan Hockett (CC12) at 2:04.11, just nipping Ricardo Olimon (CC11) at 2:04.14.

In 944Spec, it was Ty Gi at 2:13.77 beating Dave Diamond's 2:17.58. CC04 went to Bill Behun, and CC07 was Dave Hockett. Cathy Young survived a spin to take CC08, and Vinh Ly claimed CC10. Sherri Palmer took CC13 at 2:21.04, and Danna Van Noy took CC13L at 2:07.76. SS02L went to Brittney Dunham, and Anastasia Berta took SS04.

After the time trials were done it was time for the Enduro, as 25 racers took to the grid and were flagged off. Dave Elsner was on the pole and held the lead until he came in for his pit stop and dropped down to 6th. He was only able to climb back to second by the finish. Tom Mueller started second and moved into the lead when Elsner pitted, and came out in first taking the checkered flag. Third went to Laura Ely and co-driver Lar Kerila. They started 4th and dropped to 15th during the pit stop and driver change, and had to work their way back through the pack. Fourth went to Chris Bellomo and R Orcutt, and fifth to Charles Wirken.

GT4 was a wire to wire shootout. Dan Carusillo started in 8th and took an early pit stop, dropping to 22nd, and then had to work his way back through the field. Jeffrey Schmidt started 12th and moved up to 4th before he made his stop, and then came back to 9th, where he finished. Peter Czajkowski started 11th and moved up to 7th before his pit stop on lap 15, came out in 10th, then moved up to 8th and finally to 7th to take the class win, just ahead of Dan, and also took the West Coast Series, while Peter and Dan were 2nd and 3rd in the national standings.

Rounding out the top ten were Alex Clark and Mark Davidian. They had an interesting pit stop. They



were in 5th place when they came in on lap 13 for the driver change. The front brakes were both smoking, and as the pit stop continued, more smoke developed and the fire team arrived to check. It was carefully watched until an open fire did develop from some rubber on the brakes igniting, which was put out with the fire extinguisher. All this excitement interfered with their pit stop timing and they came out in 14th, but were able to move up to 10th at the finish.

Other class winners were Walter Nilsen in GT3, Heath Spencer in SPB, Sean Neel in SP911, and Tim Meyer in SP1. Isabella was able to again finish the Enduro without shifting and took the West Coast Series, as well as ending up 3rd in the national standings.

Others from Zone 8 making the national podium were Phil Strong for 2nd in GT3, Charles Wirken for 1st, and Michael Kim 3rd in GTD. Tom Mueller was 3rd in GTA1, and Dave Elsner 2nd in GTC6, along with Sean Neel 2nd in SP911.

After the race it was time to help the national staff get their equipment together and packed in my Ford Expedition for the trip back to San Diego, and then over to Seko Logistics to be shipped home for the season. Disappointing event as a racer, but it was a very good event as the race chair, as we had a great turnout with good racing and weather. Now it is time to start planning for next year. I hope to be able to make a few more races, and I will be swapping places with Tom Brown, as he will be the race chair and I will be assisting. Start planning now as we will be in the desert at Chuckwalla Valley raceway in January.



## 2018 Time Trials

We have a really great 2018 season lined up again with 7 big events! Those who have never driven at a race-track before, including relatively new Autocrossers, PDS graduates, or even those who have never done any performance driving at all, are encouraged to sign up for our Driver Education (DE) events, which include classroom time, on-track exercises, and a personal Instructor the entire weekend. Experienced Autocrossers who have also not been to the track can sign up as a Student in one of our Time Trial (TT) events and be mentored by one of our fantastic Instructors as you kick your skill set up a notch or two. And of course, our loyal Time Trial participants are encouraged to sign up for our Season Pass, which gives you discounts at every event, priority registration, and a free gift, just for committing to participate in the 2018 season's events.

In 2017, most events sold out and left people on waiting lists. The schedule below has the dates of each 2018 event, the location and event formats, as well as the registration opening dates. All events open for registration at 9:00 AM on the date indicated. Add these to your calendar now, and set a reminder for the registration opening dates so that you are less likely to be shut out. You can always refer to our current online schedule using the link <http://www.pcasdr.org/competition/dett-schedule/>.



# 2018 TIME TRIAL SCHEDULE



REGISTRATION  
OPENS

Jan 26-27	Chuckwalla Valley	CW	DE/TT	Dec 17
Feb 24-25	Streets of Willow	CW	DE/TT	Jan 14
Mar 24-25	Chuckwalla Valley	CCW	DE/TT	Feb 11
Apr 20-22	AAA Speedway	(roval)	TT/CR	Mar 11
Sep 22-23	Willow Springs 2.5 mi	CW	TT	Aug 12
Oct 13-14	Chuckwalla Valley	CW	DE/TT	Sep 2
Nov 10-11	Buttonwillow	CW	TT/CR	Sept 3

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# THE VIEW FROM THE BACK—DECEMBER

by *Steve Eisler*

In addition to being a no points competition that did not count toward the season final standings, this event was also designated an “other car” AX. Our usual contingent of X-car drivers (drivers who complete in Class X for non-Porsche vehicles) were represented by Robert Joe and W.T. Wong in their Miata’s, Lotus drivers Andrea K. and Scott Shubert, Keith LaRoche in his Stingray and course designer Andrew Simmons in his Honda S2000.

We also had an interesting collection of “other cars” entered by people who usually drive Porsches. These included Matt Andrew in a Honda Civic, David Laney in a Toyota Celica, Carl Lewis in a Prada, and Sergey Melnikov in a Mercedes. Eiman Rejali did a nice job in a VW golf, Fred Yip drove a Ford Focus, and Jim Nicholas navigated the course in a Cadillac Sportswagen. We had 3 BMW’s driven by Chad Carnevale, Satakal Khalsa and Rob Walker. Julien Brandt entered a very special Bauer Catfish and Neil Heimburge switched from his Twin Turbo to a very nice Dodge Charger. Alain Stad had one of the fastest times in his 2018 Camaro.

Andrew designed another unique course that featured a circle of cones two turns after the start. It was reminiscent of the circle of cones on the skid pad at the PDS minus the water! You could choose to do your complete circle clockwise or counter-clockwise before you entered a coned straight that headed north towards Friars Road. After trying both directions in practice, most people opted for a clockwise run around the cones. The second half of the course had an eleven cone ‘Giant Slalom’. The first 5 cones were fairly close together and the following cones were progressively further apart. The entrance to the coned tunnel to the finish was set so that could be considered a 12th slalom cone and made for a very fast and fun Giant Slalom.

Since there were only 43 drivers for this non-scored event, we split into 4 groups. The first two groups did corner working for one hour while the other two groups drove for 30 minutes each. Then we changed positions. Some groups got as many as 10 practice laps a session which produced some very happy faces at the starting line. We did the normal 2 sessions of practice and one official timed session of four laps.

X-car drivers recorded the fastest times of the day led by Robert Joe in his Miata at 1:21.66, Andreas K. in his orange Lotus at 1:22.48, and Carl Lewis in the Prada at 1:22.61. Bryan Van Noy led the Porsche contingent with a 1:22.48 in his CC13 Cayman GT4.


I ran a total of 14 practice laps and 5 timed laps. (Timing failed on my fourth lap so I got a rerun.) My fastest time of the day was on my fourth lap - 1:35.40. I did a lot of 1:35’s in the second session but, again, I was not able to improve even though I felt I was going faster in the slalom and other areas. On the last lap of the day I came close to my best time with a 1:35.61. Kathy did her normal progression of improving on almost every lap. She finished practice at 1:39.01 and then improved to 1:36.37 on her final timed lap. With new tires she will be very hard to stay ahead of in the future!

At the post race celebration and announcement of results we had an opportunity to thank our Autocross Chairman, Mark Curran. Mark has been our chairman for the last 3 years and is taking a break. In the last 4 years Mark has not missed a single AX or PDS event! His excellent leadership has been instrumental in SDR Autocrosses being recognized as some of the best run events in the region. Next year a team of three will take over the AX chairmanship. It will take all three of them to fill Mark’s shoes.

This event also marks the final VIEW FROM THE BACK of the year. Those of you who read my first article in February may remember that the theme was every competition must have a last place finisher. The purpose of the series was “to highlight the problems and setbacks that all of us encounter at the track, and to encourage PCA members who have never tried an AX or who have tried once or twice and given up to join us at the back of the pack.” In the first months that THE VIEW FROM THE BACK was published I wondered if anyone was reading it, but in the last few months I have had many people remark that they enjoyed the articles and the different points of view that are presented. Since I clearly have not moved from the back of the pack and at least a few people are reading the articles, I will continue in 2018. My goal is to have someone at an AX or PDS say, “I am attending this event because of your VIEW FROM THE BACK articles.”

By the time this Windblown Witness is delivered, the January 6 autocross will have been completed and signups for the February 17 AX will be opened. You need to realize that 2018 will most likely be the last year for events in the stadium parking lot, the largest parking lot in the western US. The OCR autocross held December 10 at Anaheim stadium had fast lap times of 40 seconds and they ran a total of 12 laps during the whole day. In comparison, our drivers got more track time in their first 6 laps at SDCCU Stadium than the Anaheim participants got all day! In Chris MacDuff’s excellent article on the LeMons race at Buttonwillow, he highlights how a team of “4 PCA/POC trained

drivers managed to collect a victory in the team's second event." Three of the team's drivers "for all intents and purposes had no or little wheel to wheel experience." The opportunity to experience long, relatively high-speed AX competition in San Diego has helped many drivers from this region transition easily to track events, and excel at auto crosses held by other regions on shorter tracks.

PCASDR has joined the BMW club and SCCA to look for a suitable site once SDCCU Stadium is closed, but the results have not been encouraging so far. Possible venues are not as centrally located and may not have room for 1.0+ mile tracks with 1:30 minute lap times. So, the question is not "What are you waiting for?" but "Are you going to let this opportunity to compete and learn at a unique venue sponsored by a first-class organization pass you by?" 



One of the more unique cars to show up, a highly modified BMW



# Is Your Supercar Making You Slow? Why I Traded My GT3 For a Couple of Hamsters

*By Diane Cafferata*

“Why would you ever sell that car?” my friend asked. It was a great question, I had to admit. “Greta,” my 2015 991 GT3, was downright magical. She could do zero to 60 in 3.3 breathtaking seconds, with 475 horses and 325 ft/lb of torque. She was stunningly beautiful, with her aggressive stance and huge white wing. She was an absolute monster and made me feel all-powerful —the perfect antidote to my stressful, demanding job. What’s not to like?

Now just after I had ordered the car in early 2014, my friend, Tony Callas of Callas Rennsport—a former Le Mans crew chief and former crew chief for the Porsche factory team—had advised, “I’d really prefer to see you in something slower so you can learn to drive.” I asked, “Like what?” He said, “Oh, like a Honda maybe, or a Miata or Boxster.” I laughed. Just looking at pictures of this car literally made my heart race, and I rationalized to myself, “How much difference can it make? I can learn to drive in anything. He’s just worried about a beginner killing herself—I will be very careful!”

So when the car arrived, I threw a track bra on her, equipped her with Suzuka racing seats, six-point seat belts and a roll bar painted to match my calipers – and the fun started. It was a blast for two years, both autocrossing and out on the big tracks. As I got more comfortable with Greta and her substantial capabilities, my lap times rapidly improved, and I quickly advanced into the red Time Trial group, often getting one of the top times for the weekend. “Not bad for a newbie!” I thought. We were killin’ it! The PDK was unflappable. The PCCB brakes gave me confidence. Greta could smoothly decelerate from lightning speed to a crawl for a turn and recover immediately.

Now I knew the nannies were kicking in sometimes, but so what? I was achieving great times and learning a great deal in the process. For example, I was feeling so much more secure around the narrow end of the Roval at Auto Club Speedway now that I had overridden my desire to brake and forced myself to apply throttle instead. I looked at it this way: “I’m simply learning to drive the car at its incredible limit, and all the nannies are doing is making sure—assuming I don’t make some colossal error—it’s a safe process. This car has way too much power to ever take the nannies off on the track.” And why would I?

But as I advanced, more and more, the drivers that I looked up to kept telling me, “you’ve got to go slow to go fast.” I understood this at some level; I mean certainly if

you weren’t going 150 miles per hour, you’d probably have more time to process what was going on and make better decisions. And you’d have more time to “feel” what the car was doing, so you could be more responsive to it. Cool, but what does this have to do with me and Greta? We ARE fast.

Then one day about a year ago, I was talking with Dwain Dement of Vision Motorsports, and he mentioned that he had a 2000 Boxster for sale if I was interested. Something to have fun with while Greta’s engine was being replaced (she’d eaten up a lifter one day). It had no nannies, so gas and brakes (aside from ABS) were solely my responsibility; in effect, just a very heavy go-kart. The shock, spring, and sway bar settings were static, unlike the GT3’s dynamic marvel of suspension technology. Dwain would put a cage in it for me. Although it had about 220 horsepower, it felt like it was powered by two very diligent hamsters, when compared with the 475 I was used to. And with no PDK, it would be all me when it came to managing the transmission, too.

My PCA and POC friends all jumped on the bandwagon. “Buy it,” they said. “You’ll learn so much!” Marcus Kramer and Peter Carides had bought the nanny-less “Smurf” and told me how much they were learning from it. But still I couldn’t properly value this supposed benefit. What I did think was that at the crazy rate Greta was now burning



Unfortunate brake pad

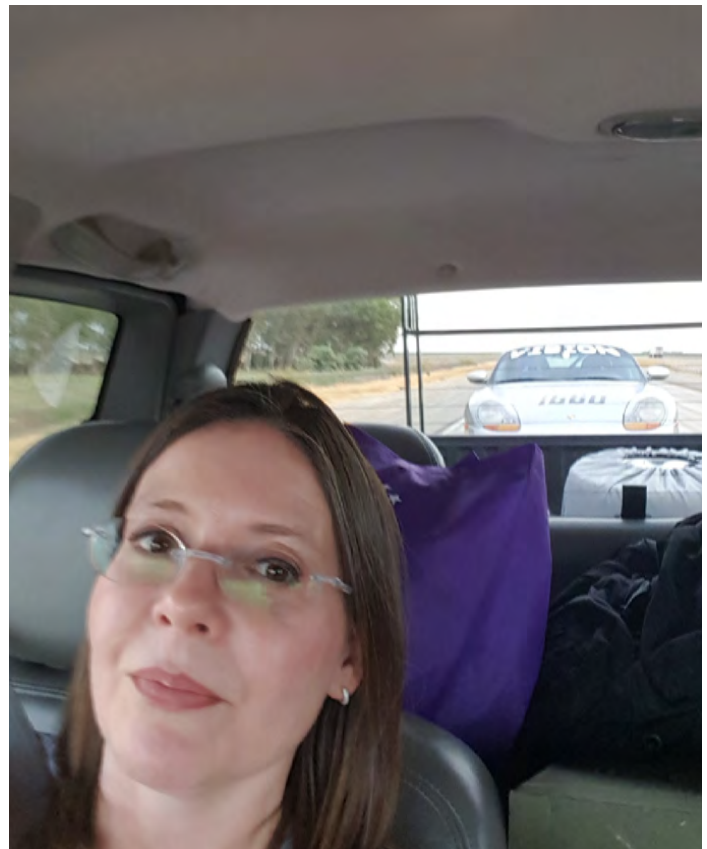


Diane and SP

through tires, I could get a whole lot more fun out of my racing budget. And maybe if I was going a bit slower, I wouldn't feel so much pressure. Making newbie mistakes at 100 miles an hour, rather than 150, seemed like it might be a good idea for a while, at least while Greta was getting her new engine. So I bought the car, and in recognition of her distinctly un-monstrous capabilities, named her "Sweet Pea."

And learn I did. I realized that it wasn't Greta burning through those expensive tires after all; it was me! I had been overdriving Greta, routinely forcing her to apply her super-car powers to defy the laws of physics and keep me on the track even when I didn't deserve it. I also quickly learned that a Boxster, unlike a 911, gives almost no warning: if you don't unwind, she'll let go all at once and spin like a top. Relatedly, I learned that it really doesn't matter when your 2000 Boxster has a little blemish from spinning into a berm at Willow Springs.

More importantly, I learned about momentum driving. I no longer had the luxury of screaming down the straightaway, parking it in the corner, and zipping away. There was no zipping. Sweet Pea taught me to smoothly brake, to maintain speed through the turn, and to line myself up to get on the gas as early as possible. I started to revel in catching up to cars with higher horsepower—cars that had passed me and my hamsters on the straight as if we were standing still—by smoothly and skillfully executing the turn to enable the earliest possible acceleration down the straightaway. As Sweet



Diane towing Sweet Pea to Laguna Seca



### From the DE/TT Chairs:

*We'd like to thank and commend Diane for her very insightful article. Over the 15 years we've been managing the Club's track events, Porsche technology has advanced massively. In the past few years, we've become increasingly concerned that our new students who bring their late model Porsches to the track cannot fully learn proper driving techniques because their cars are so advanced, they are constantly intervening. So much so that the student is unable to conceive of how their inputs would affect a less sophisticated car. Turning PSM "off", which may not be wise given the power and price of these brilliant machines, simply raises the threshold before the system kicks back in. Understandably, Porsche has ensured that it cannot be fully disabled.*

*Everyone can have fun driving at the track, regardless of car, and we certainly welcome all levels of driver, and cars anywhere on the sophistication spectrum. With that said, it's incredibly important that drivers of modern Porsches, who have not learned performance driving techniques on a PSM-free car, realize that their same inputs applied to a low-tech car would very likely take them off track almost immediately, and possibly violently. If one really wants to learn to "drive", defined as safely getting the maximum performance out of any car they might get behind the wheel of, there is no substitute for doing what Diane did and starting over with a low-tech vehicle. Porsche model years prior to 2005 are best for this purpose.*

*Think about Porsche technology as a spectrum. On one*


*end are early 911's, lacking even ABS. Taking it to the extreme other end, it's not too difficult to imagine a future 911 that is a fully autonomous trackable car, where the steering wheel, gas and brake pedals are completely ignored by the car's brain. Such a car would do everything a current model can do at the track, as well as taking over steering, currently the exclusive domain of the driver, and total gas and brake management, now only partially controlled by PSM. Hop in, say go, and you'll be riding in a car that is achieving the fastest possible lap time given current conditions, lap after lap, irrespective of whether you decide to turn the steering wheel or not. Very fun to ride in, no doubt, but no opportunity to use any driving skills whatsoever, even though you may feel like you are driving were you to actually grab the wheel. Today's Porsches aren't there yet, but they are well towards that end of the spectrum, significantly relieving the need for proper driving skills at the track.*

*If you just want to have fun in your new Porsche and are okay with limiting your ability to learn skills transferable to all cars, bring that 991 out to the track and enjoy. If you want to really learn how to "drive", good trackable cars to learn on can be had for about as much as the sales tax on a new high-end Porsche. The rewards of being able to properly pilot a car that does exactly what you tell it to do are many. And it will make you an even better driver when you get back behind the wheel of that high tech GT3.*

**Robert Baizer & Jack Miller**

Pea and I got better acquainted, we not only stopped spinning, but started putting down times that were faster than many cars with double or more horsepower.

I learned that the nannies were not just a safety precaution, making it safer for me to skillfully drive on the edge. They were disguising my lack of driving skill. They were hiding my rather frequent failures as a driver, where my butt didn't listen to what the car was doing, and where I would have sent Greta and myself (and maybe another car or two with us!) off the track as a result. When I am driving Sweet Pea, I control all the inputs, without interference from any electronic stability control system, and this gives me immediate and unambiguous feedback on those inputs. This allows me a very clear understanding of what I did or didn't do, and what I can do to fix it. My learning process is pure and rapid. I am constantly rewarded for smoothness, in decreased lap times, more confidence, and less yelping (past instructors know what I'm talking about). And it is even more fun, because I have breakthroughs every time I am at the track, learning new skills and unlearning bad habits.

By the time Greta was returned to me with a brand new engine, I realized I still had more work to do with Sweet Pea, either in her present condition as a either in her present condition, or with a bigger engine, and that I was still having plenty of fun, perhaps more so, learning how to make the most out of Sweet Pea's limited resources. So I made sure Greta went to a good home – that of my friend, Angela Avitt, who first learned to drive at the track in a 1978 911 SC, and whose white blur now regularly screams past me on the straightaways. And I dream about the day when I get some more horsepower again and really know what to do with it! 

Diane Cafferata's earliest memory is of her Dad's 1969 911T. She has always loved Porsches regardless of their horsepower, and is a proud member of the San Diego, Orange Coast and Los Angeles PCA Regions.

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# Membership

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## New Members

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San Diego, CA  
2013 Boxster Convertible

Vincent Amela  
Solana Beach, CA  
1983 911 SC Coupe

Marcus Aven  
San Diego, CA  
1999 911 Carrera

Scott Bostick  
Cardiff, CA  
2015 911 Carrera GTS Cabriolet Cab

Fred Bourjaily  
Oceanside, CA  
2013 911 Carrera Coupe

Anthony Callas  
Torrance, CA

John Coelho  
San Diego, CA  
2013 911 Carrera 4S

Kevin Do  
Escondido, CA  
2017 Macan Turbo SUV

Horacio Gil  
San Diego, CA  
2004 911 GT3

John Hicks  
Rancho Santa Fe, CA  
1984 911 Carrera Cabriolet Cab

Larry Iverson  
Encinitas, CA  
1986 944

Blake Machado  
San Diego, CA  
2006 Cayman S

David McClurg  
Chula Vista, CA  
2007 Cayman

Tracey Rust  
El Cajon, CA  
2010 Panamera

Randy Slezak  
Carlsbad, CA  
2017 911 Turbo S

John Todd  
San Diego, CA  
2017 Macan GTS Nice

Hank Yamfang & Erica Guerin  
San Diego, CA  
2006 Cayman S

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## Anniversaries

### Five Years

Linda Belzberg  
William Best  
Chad Carnevale  
Mark Gilchrist  
Timothy Giorgetta  
Rafael Gomez  
George Hood  
Hitesh Patel  
Lori Wagner

### Ten Years

Rodolfo Batarse  
Alexander Marmureanu  
Rhonda Martin  
Robert Muzzy  
Bob Palmer  
Matthew Sparks

### Fifteen Years

George Alspaugh  
Greg Babington  
Anastasia Berta  
Danny Krygsman  
Andy Parkin  
Richard Sheehan

### Twenty Years

Thomas Frankie  
Tom Lafleur  
James Macemon

### Twenty Five Years

Lester Begg

### Thirty Years

Angelo Cappos

### Thirty Five Years

Terry Dapper

### Forty Five Years

R Abbott

### Fifty Years

Donald Anderson

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<b>Saturday</b>	<b>7 am to 5 pm</b>	Qualcomm Stadium	Driving exercises (including skid pad)
<b>Sunday</b>	<b>7 am to 5 pm</b>	Qualcomm Stadium	Non-Competitive autocross

**To Register:** <http://www.pcasdr.org/events/2018-APR-PDS>

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





# Classifieds

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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](http://www.pcasdr.org).

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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](mailto:todd.groth@gmail.com)

**2 yokohama Neova ADO8R \$200** 245/40R18 size. Driven maybe 50 miles; nubs still on the tread. Pickup in La Jolla. [endoguess@mac.com](mailto:endoguess@mac.com) (858) 456-2480

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

**Wevo 986/987 SS Engine Mount** Semi-solid racing engine

mount for '97-'08 986/987 Boxster/Cayman. Lightly used, comes pre-installed in factory engine mount bracket. \$125. Russell@LightningMotorsports.us 858-442-7466

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

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

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

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

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

## WANTED

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

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

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

## MISCELLANEOUS

**ASSORTED PORSCHE** 356 B/C, 914, (11) 911 WORKSHOP MANUALS, 356 STEERING WHEEL/SHAFT, L&R 930 CHAIN TENSIONER KITS, 75 911 CLUTCH CABLE, TOM (619) 948-7886

**Porsche Kids plus** car seat. Nicely used. 40-79 pounds ages 4-12. Back rest like new and is removable. Perfect fit for 911. \$120 OBO (310) 592-6637



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## Display Advertising

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 pre-paid or automatically billed to credit cards.

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

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### Submissions

We prefer that materials be submitted in .JPG, or .PDF formats. Please send files to [editor@pcasdr.org](mailto: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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Online registration: [pcasdr.motorsportreg.com/](http://pcasdr.motorsportreg.com/)

Forum: [forum.pcasdr.org/forum/](http://forum.pcasdr.org/forum/)

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To:

Susan Brown, Editor

PERIODICALS



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PCA National Headquarters P.O. Box 6400, Columbia, MD 21045 or submit change via [WWW.PCA.ORG](http://WWW.PCA.ORG).

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