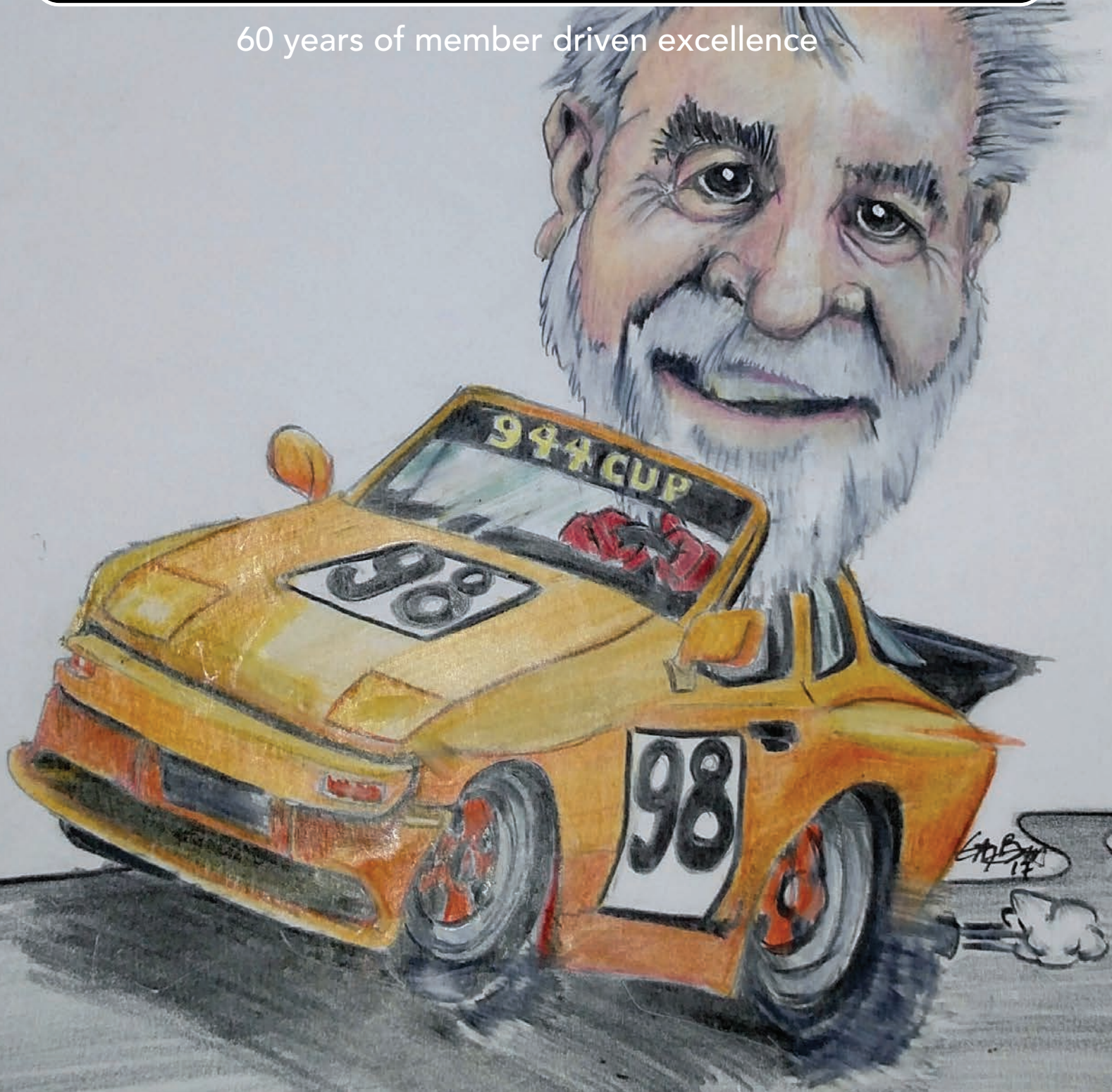




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The official publication of the San Diego Region Porsche Club of America
March 2018

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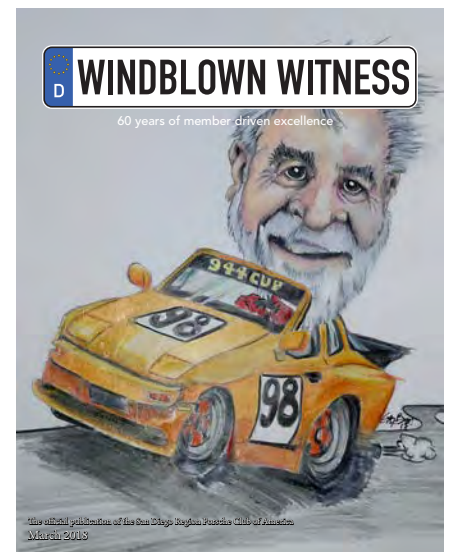
Features and Pictures



Departments

- 02 Board of Directors, Witness Staff
 - 03 Committees
 - 06 President's Column
 - 10 Board Meeting Minutes
 - 18 Calendar
 - 28 View from the Back
 - 34 SDR's 60th Anniversary Celebration
 - 37 Membership
 - 42 Classifieds
 - 44 Advertising Index, Rates, Policy
-

On the Cover



Gary Burch's artwork! Greg Phillips in the Spec car. See Steve's article within.

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Windblown Witness • Volume 59 Number 3 • March 2018

The *Windblown Witness* (USPS 361-790) is the official publication of the Porsche Club of America, San Diego Region, Inc., and is published monthly. \$14 of each member's annual dues is for a subscription to the newsletter. Copies are also available by subscription to non-region members at \$36 per year (Continental US).

Any statement appearing in the *Windblown Witness* is that of the author and does not constitute an opinion of the Porsche Club of America, the San Diego Region, Inc., its Board of Directors, the *Windblown Witness* editors, or its staff. The editorial staff reserves the right to edit all material submitted for publication.

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POSTMASTER: Send address changes to PCA Executive Office, P.O. Box 6400, Columbia, MD 21045.

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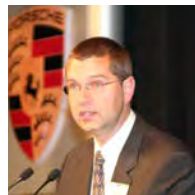
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From the Co-driver's Seat

Tom Gould
SDR President

Come out and lend a hand.

No, I don't need you to help me pull the engine out of the 911, but the Club could sure use your help.

It takes a village of people to run this club. We have dozens of enthusiastic volunteers who manage the club, committees, and events. They do it for your benefit.

How can you help? Next time you are at an event, find the event chair and ask how you can help at that event. Or contact an event chair before an event and see what you might be able to do to help out. Fill out our Volunteer survey on the SDR website and tell us what events you are interested in, or what skills you may have to offer to be able to help us. Go to www.pcasdr.org, then go to 'Our Club', and then 'Get Involved!'

PCA SDR has 2500+ members and we put on well over 90 days of events a year (counting multi-day events). These events don't just happen on their own, they all take some sort of planning. Some take a few phone calls. Some take hours and hours of


researching, driving, advertising, coordination, etc., long before an event can happen. And that doesn't count what it takes the day of an event to make it run smoothly. Not to mention as well, all the hours that go on behind the scenes. The publishing of our monthly *Windblown Witness* magazine, updating our pcasdr.org Website, managing the club finances, etc.

It all takes members like you to offer some time to help these events happen.

And to those of you who are committee and event chairs, thank you! You are the ones that make San Diego Region one of the best regions in all of PCA!

Come on out and enjoy our events, but also see what you can offer to make the club even more enjoyable. Even if it is just an email to offer some suggestions or advice. We are always looking for new ideas.

Our club has something for everyone because "It's not just the cars, it's the people."

We are SDR!
Enjoy the drive! 

Paula Brandes, the Executive Director of the Automotive Museum, passed away on February 4, 2018, after a long and painful battle.

One of her favorite displays at the museum was the Steam Punk exhibit. The photo shows her in her Steam Punk outfit. Paula was an outstanding leader who inspired devotion from her staff, the docents and volunteers at the restoration facility, and the board of directors.

She was smart, dealt effectively with City and Park officials, and was a warm and giving person. We will all miss her terribly.

The Board, Staff, and Volunteers are planning a Celebration of Paula's life to be held at the Museum. Details will be announced. In lieu of flowers, Paula's family has requested a monetary contribution to the San Diego Automotive Museum, in Paula's name, 2080 Pan American Plaza, San Diego, CA 92101



DAY AWAY FROM WORK

**March 12, Monday
Streets of Willow**

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Drivers ED & Zone 8 Autocross**



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For info OR HELP — contact:
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Suesan@pobox.com (619) 992-4287

or
Skip Carter, Event Chair
SkipCarter@pobox.com (619) 992-9927

Gates open at 7am
Mandatory drivers meeting at 8:15 am
First run group 9am

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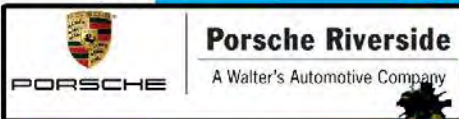
Registration fees: \$135.00 per driver
\$150.00 if paid after March 5 Day of event — \$175.00

Morning practice — 20 minute continuous lap DE sessions
End of Day — Autocross timing (3 timed laps)
Run groups determined by experience and performance
Instructors available and required for all novices
Entry level event — no special equipment needed for stock classes
Open cars without built-in rollover protection need rollbar
Required Sunday afternoon Ground School for novices (5-7 pm at hotel)
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Helmet required (available for rent) Snell 2010 and newer (M or SA)
Breakfast & Lunch: coffee, donuts, breakfast & lunch available at concession stand



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February Board Meeting

PCA-SDR Board of Directors Meeting 2/7/2018

Kinninger Home, 1629 Hillsmont Drive, El Cajon, CA 92020

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

Call to Order: 7:11pm

Past-President/Advisor (Karen): Previously announced in January at the Winter Formal, John Straub was presented in person with the SDR 60th Anniversary Lifetime Enthusiast Award.

President (Tom Gould): Acknowledgement of new member present at the board meeting: In 1 week, Mike Miller (not related to the Board Member) has attended 3 events, gone from Test Drive member to full member... and is signed up for the PDS!

Recap of Zone 8 Presidents meeting and Zone 8 awards banquet. In April, Northern AZ becomes an independent Region, so Zone 8 will soon have 14 Regions.

Rules reminders: Any event with moving cars or wheels off the ground requires Insurance and waivers signed by all attendees. No drones are allowed at any PCA event. There are new Zone 8 rules online and a new RPM (Region Procedures Manual) on pca.org.

Secretary (Keith Rampmeier): Approval of January meeting minutes. M/S/P.

Treasurer (Tom Brown): Monthly report submitted for Board approval. M/S/P.

60th Anniversary (Tom Brown): 60th recap: Our "60 for 60" winner was Mike Miller, who attended an astounding 69 events. Very close behind him in second place was Eric Marc-Aurele (65 events), followed by Steve Eisler (45 events), and past-presidential chauffeur Andrew Raines (41 events). January 2018 was the last month for the 60th signup free for events and winners were: John Picot for AX, Mike Miller for the TT, Robert Joe for DE, and Rick Richardson for the Winter Formal.

AX (Jerry Bumpus): January AX reconciliation. In our new AX TToD guess contest, a free AX was given away to the closest guesser who was only 0.011s off from the actual

fastest time. Both a track walk and track pre-drive were featured.

AX Venue Search (Jim Binford): Contact has been made with several local military bases and Lake Elsinore is already hosting driving events.

DE/TT (DE/TT team): Budget reconciliation submitted on Chuckwalla TT/DE Jan 20-21.

CDIsQ (Keith Verlaque, Andrew Raines, Rick Richardson): Report on the upcoming 4/27-4/29 PDS. Instructors and volunteers are needed for the Spring PDS!

Festival of Speed (Tom B): Volunteers are needed for all kinds of duties and SDR gets a rebate for all of our Region's volunteer hours! You get free parking, lunch, t-shirt and other swag!

Drivers' Awards Dinner (Carmen Lopez, Angela Avitt): 145 people attended. Recap by Angela & Carmen and budget reconciliation submitted.

Social (Victoria Varon): Genette McGowan joins as a co-chair; Carmen Lopez will be taking on the Drivers' Award and Volunteer Parties. The Winter Formal/Porsche Prom at Porsche of San Diego was a rousing success and we extend a HUGE THANKS to Shawn Evans and his team for hosting us at their fantastic facility!

Porsches & Parks – The Four Corners is coming April 7-16 and only 2 spaces are left. Planning is underway for June 16th Progressive Dinner in North County and a tentative date for another Progressive Dinner October 27th. M/S/P. A Mystery Weekend is being planned for June 9-10th. M/S/P.

John & Monique Straub have stepped up to help plan the next Porsche Prom. The tentative plan is to have it on New Years Eve, 12/31/2018. M/S/P.

Cars and SDR (Tom G): The last few events at Jesse's Bake Shop in Carmel Mountain Ranch have had over 50 cars! Jesse is a SDR member and opens up early just for us. Come on out for this informal gathering on the last Sunday of the month 8AM-10AM!

Fall Wine Tour (Tom Brown): Planning underway for a 2018 week-long Napa wine tour. The dates under consideration are either Oct 20-28 or Oct 27-Nov 4. M/S/P.

Budget will be submitted for approval at a later date.

Charity (Lori Chesley, Carmen Richardson): Planning for 2018 Charity activities underway.

Goodie Store (Tom B): We are in need of a Goodie Store Chair. Tom has done a full inventory and cleared out a lot of varied merchandise, simplifying inventory and re-focusing on only PCA-SDR branded merchandise.

Offroad Tours (Garrett Guess): Feb 3 was our first Off-Road Tour in a long time and 23 vehicles showed up to enjoy the fun.

Rally (Eric Marc-Aurele): The next rally is 3/31/18 with a starting point at North County Fair. The registration page will go live soon on motorsportreg.com.

Concours (Karen): SDR will be participating in the Motorcar Classic outside the main La Jolla Concours. Members wanting to show their car can sign up on the La Jolla Concours website and select the PCA-SDR club during registration. The \$175 fee comes with Concours entry, tickets to the gala the night before and other benefits. In addition there is a separate driving tour with La Jolla Concours the Saturday before the event through San Diego County that will tour several private car collections.

Concours (Tom B): Approval of Sept 8 for our 2018 event and über-volunteer Tom Brown as Concours Chair. M/S/P.

Membership (Tom G for Gisele Gonzales): Primary/Secondary/Total Members: 1731/1055/2786, YoY: 100/97/197, with a renewal rate of 76%. Request to change new membership event certificates to \$30 value and mail out a name badge to the primary member. M/S/P. Members are reminded to update their contact info (address and email) on *PCA.org* so they can continue to receive their Windblown Witness and SDR eBlasts.

Volunteer (Tom G for Sara Gengler): Working on sending out an eBlast to recruit volunteers to help run various club activities. We are a volunteer run club, so without YOU and your help, we don't exist.

Other Committees: No report submitted for this month.

Announcements:

Thank you Katie and Mark for hosting!

Next Board Meeting: March 3 at the Miller/Gengler home at 1552 San Luis Rey, Vista, 92084.

The April meeting will be at the home of Mike and Carmen Brown.

Adjournment: 9:30PM



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January Cars and Coffee

Story and photos by Jim Kreifeldt

Having attended a few C&C at the Jessie's Bakery location in Carmel Mountain Ranch, I noticed that each time I went I seemed to meet and talk with someone new. In hindsight, I wish I'd have thought to capture some of those stories, but I didn't. This will be my first attempt to highlight just one car at C&C, rather randomly, to share what PCASDR'ers bring out.

Jan 28th was the first C&C of 2018 and very well attended with what I would think were at least 50 Porsches! I soon met George Summach during his first attendance to Cars & Coffee at Jessie's.

George drove his Gran Prix White 1986 Ruf conversion, 3.3 930 Turbo. He told me the conversion was done very early on in the car's life by Ruf Canada. He had imported the car from Vancouver where it had spent most of its life. It was originally a European delivery car and had a few owners prior to him, and he has now owned it for about three years.

George informed me that the Ruf dealer in Canada told him this Gran Prix White Ruf example was the only one in North America. The Ruf conversion

included gauges, pedals, wheels, oil cooler, chin spoiler, suspension, and a Ruf R50/50 6-speed transmission, said to cost \$24k alone at the time of the conversion in 1993! He refers to this transmission as the "Heart of the lion."

George had some very good stories about the car, so if you see him, chat him up, he likes to talk about the car that he has further customized. One of his personal touches was replacing the front Ruf suspension with full coil-over Club Sport 935 front end geometry. He changed the wheels as well, but still has the Ruf wheels. I doubt you can see the minimal fender/tire clearance from the pictures, but I could barely get a finger in. Last, he added a Powerhaus muffler, which he says with a big smile goes from passive to manic when you get on it. He mentioned that he has 400 HP at the rear wheels.

It was great to meet George and learn about his car. I had never heard of a 6-speed Ruf R50/50 transmission. Have you? Had to Google it myself to learn.







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March - April 2018

Mar 7 - Wednesday

Board & Member Meeting

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

Place: Miller/Gengler home in Vista. 1552 San Luis Rey, Vista CA 92084 / 760-240-9689

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

Mar 11 - Sunday

PCA-SDR Autocross, West Lot

Place: Qualcomm Stadium

Details: 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 on-line the Wednesday prior to the event by 11:59pm
Tech Inspection opens at 6:30am 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/>

Mar 18 - Sunday

Tour

Time: 8AM - 1PM

Details: PCA San Diego Region offers you another opportunity to enjoy driving your Porsche on some of San Diego County's truly great back roads on a Driving Tour (which is probably the reason you bought a Porsche in the first place).

PLEASE NOTE: PRE-REGISTRATION IS REQUIRED – register at <http://pcasdr.motorsportreg.com/>

This FREE non-competitive tour will start from North County Fair at the South West Corner of Westfield North County Parking Lot. Near BJ's Restaurant & Brewhouse, 204 E Via Rancho Pkwy, Escondido, CA 92025.

The tour will stop for lunch and return to North County Fair at around 1PM.

08:00 Meet/greet (and sign the waiver)

08:15 Mandatory Drivers' meeting

08:30 ... SHARP!! Tour Departs to try and avoid the dreaded Sunday Morning Drivers!

If you have Motorola two-way Family Radios – bring them along.

If you have two people in your car and you would both be prepared to lead a group – please let me know via the registration questions.

Mar 24-25 - Sat./Sunday

PCA-SDR Chuckwalla Drivers Ed & Time Trial (CCW)

Details: In March we return to the newest track in Southern California for another novice DE and experienced driver Time Trial, this time running counterclockwise! Registration opens February 11 at 9:00AM at <http://pcasdr.motorsportreg.com>.

Mar 25 - Sunday

Cars & SDR (Carmel Mt.)

Time: 8AM-10AM

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. 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>

Mar 27 - Tuesday

PCA-SDR Last Tuesday Social - Luce

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

Place: 1959 Morena Blvd, San Diego, CA 92110

Details: Meet up with your Porsche club social friends. Luce (San Diego) is a neighborhood "tavern-like" restaurant with a seasonal California and Italian Gastropub/Enoteca style menu with local and organic ingredients whenever possible.

Mar 31 - Saturday

PCA-SDR Rally

Time: 8AM-12PM

Details: Stay tuned!

Apr 4 - Wednesday

Board & Member Meeting

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

Place: Brown home in Santee, 7261 Ocotillo Street, Santee, CA 92071

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

Apr 7-8 - Saturday-Sunday

La Jolla Concours

Place: La Jolla Cove Ellen Browning Scripps Park, 1133 Coast Blvd La Jolla, CA

Details: Once again, the San Diego Region is supporting the La Jolla Concours by participating in the Motor Car Classic, April 8, 2018. Registration is on a first-come-first served basis and we are granted space for 15 cars. Use <https://www.lajollaconcours.com/> to register, in the field for "class" indicate PCASDR.

Please note: entrants must stay for the entire event, 7 a.m. – 4 PM, due to La Jolla road restrictions. See website for more details.

Apr 7-15 Saturday - Sunday

PCA SDR Porsches and Parks Tour

Details: Save the dates!

Apr 14 - Saturday

PCA-SDR Autocross, West Lot

Place: Qualcomm Stadium

Details: 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 on-line the Wednesday prior to the event by 11:59PM Tech Inspection opens at 6:30AM 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/>

Apr 20-22 Friday - Sunday

California Festival of Speed

Details: While not an SDR event per se, the Time Trial at the year's biggest Southern California Porsche event, PCA Zone 8's California Festival of Speed, is part of our TT series. The Festival website is <http://CalFestival.org>.

TT Registration opens at 9:00AM PST on March 11 at <http://cfos.motorsportreg.com>.

Club Race Registration opens at 7:00PM PST on March 6 at <http://register.pca.org>.

Apr 24 - Tuesday

PCA-SDR Last Tuesday Social - Ventana

Time: Cocktails at 6:30, dinner at 7PM

Place: Ventana Wine & Dine 1205 Auto Park Way, San Diego CA 92029

Details: Meet up with your Porsche club social friends. Luce (San Diego) is a neighborhood "tavern-like" restaurant with a seasonal California and Italian Gastropub/Enoteca style menu with local and organic ingredients whenever possible.

Apr 27-29 - Friday - Sunday

PCA-SDR Performance Driving School

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

— Learn and practice Performance Driving skills in their Porsche that can be applied to any driving situation.

— Safely learn the capabilities of their Porsche in a controlled environment with the continued guidance of experienced instructors.

— Increase the enjoyment of Porsche ownership by significantly improving their driving skills.

This safe, educational, fun, and rewarding weekend normally sells out so don't delay – register early.

No prior Performance Driving experience is required.

Up to 2 PCA members per Porsche may register – each member must register separately. When registering, please be sure to specify your individual PCA membership number and your cell #.

Available only to PCA members at a cost of \$475 per person. Registration is only available online and requires payment with a credit card. Payment by check and registration by mail are not available.

Apr 29 - Sunday

Cars & SDR (Carmel Mt.)

Time: 8AM-10AM

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. 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>



1929 Dodge Brothers Rat Rod

March Auto Museum Report

New SDAM Display Features “Glorious Rat Rods—Diamonds in the Rust”

by Michael Harris

Fourteen highly unique and individualized Rat Rods are currently on display at the San Diego Automotive Museum. Many started life as 1920s or '30s Fords or Dodges, with one 1927 Whippet and even a 1968 VW Bug. What all the cars share is a radical reengineering of the body, chassis, engine, transmission, differential, brakes, suspension, plus serious lowering of the vehicle, accomplished by cutting, welding, and reshaping of the metal work. Beyond that, the appearance of rust and an odd assortment of disparate parts (1938 Ford stretched cab, 1932 Ford grill and radiator shell, 1940 Ford tailgate, 1937 Ford taillights and more) all make up a totally reworked 1938 Ford Rat Rod pickup. Despite the antique outward appearance of the rod, inside the vehicle is all up to date. Power is provided by a Chevy V-8 displacing 327cid attached to a late model Chevy 700R4 auto transmission. The top has been chopped four inches and the roof stretched five inches, a useful feature when you realize that cars built in 1920-1940 and later were built for people much smaller than folks are today. The owner's goal was to build his own car at a cost under \$5,000. He also wanted it to look “old” but to be reliable and safe. Most of the mechanical work was done by the owner in his own garage, except for glass cutting and putting the drive train together.

A common theme amongst all the builders of these Rat Rods was the desire to build a car by themselves and for themselves, and not simply buy a bunch of new parts and do the assembly. All the cars on display are not only works of art, they offer whimsical features and a tremendous amount of attention to detail. A 1937 Ford pickup features a Dodge Ram hemi V-8 with an Offenhauser intake manifold and three Stromberg 97 carbs. The airliners or carburetor covers are built from three old beer cans held together by a small chain. Very clever. (Not sure how practical or functional this is but it looks great.) A 1927 Dodge Brothers Rat Rod looks like a traditional Rat Rod (if there is such a thing) until you look at the motor. It is a 3.2 liter BMW straight six with overhead cam and six straight exhaust stacks sticking out the side of the engine. Loud? You bet. Many of the components from the BMW 328i have been utilized, including the engine, driveshaft, rear suspension, transmission, front end brakes, and the engine

computer. Other custom touches include the Sam Adams beer tap shifter, faux raccoon fur carpet, and faux cowhide seats.

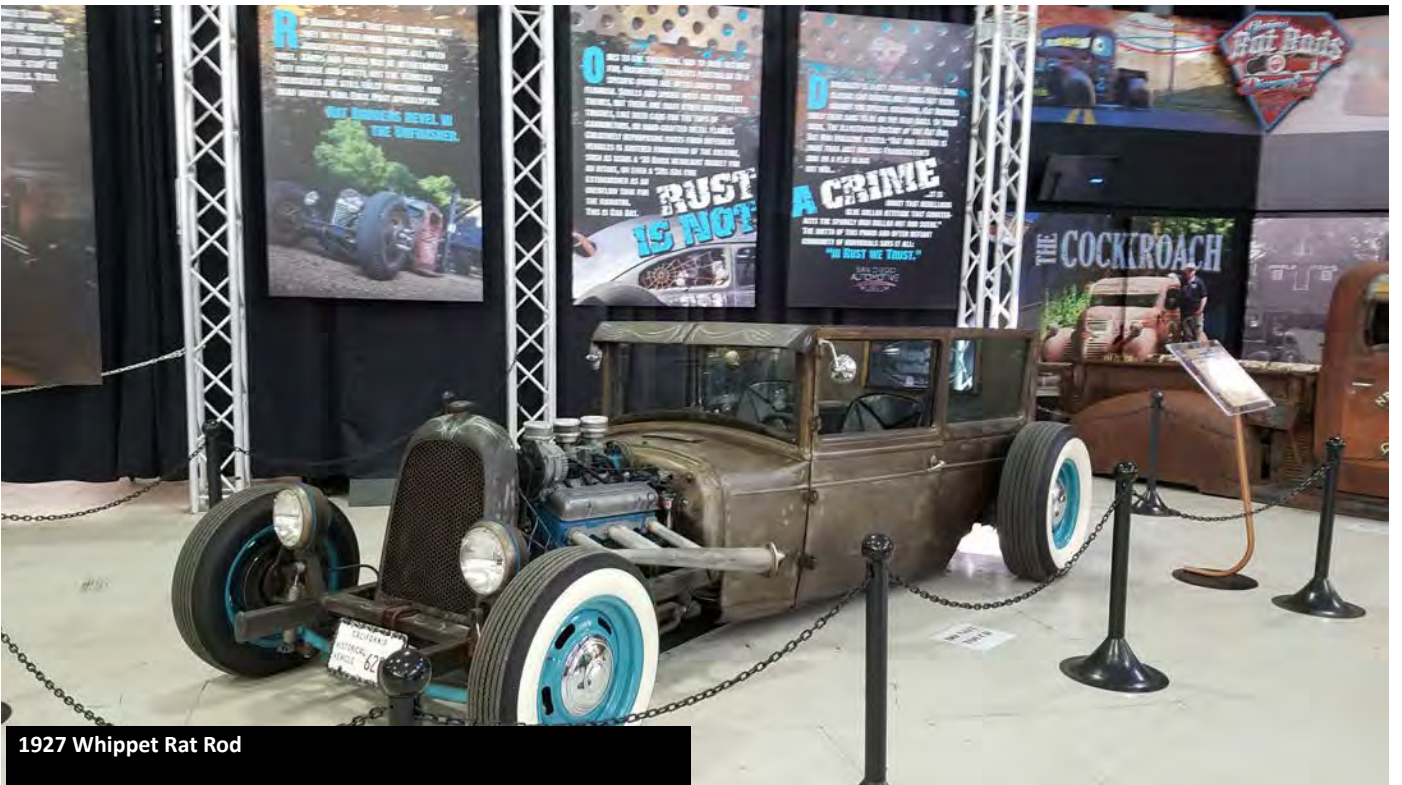
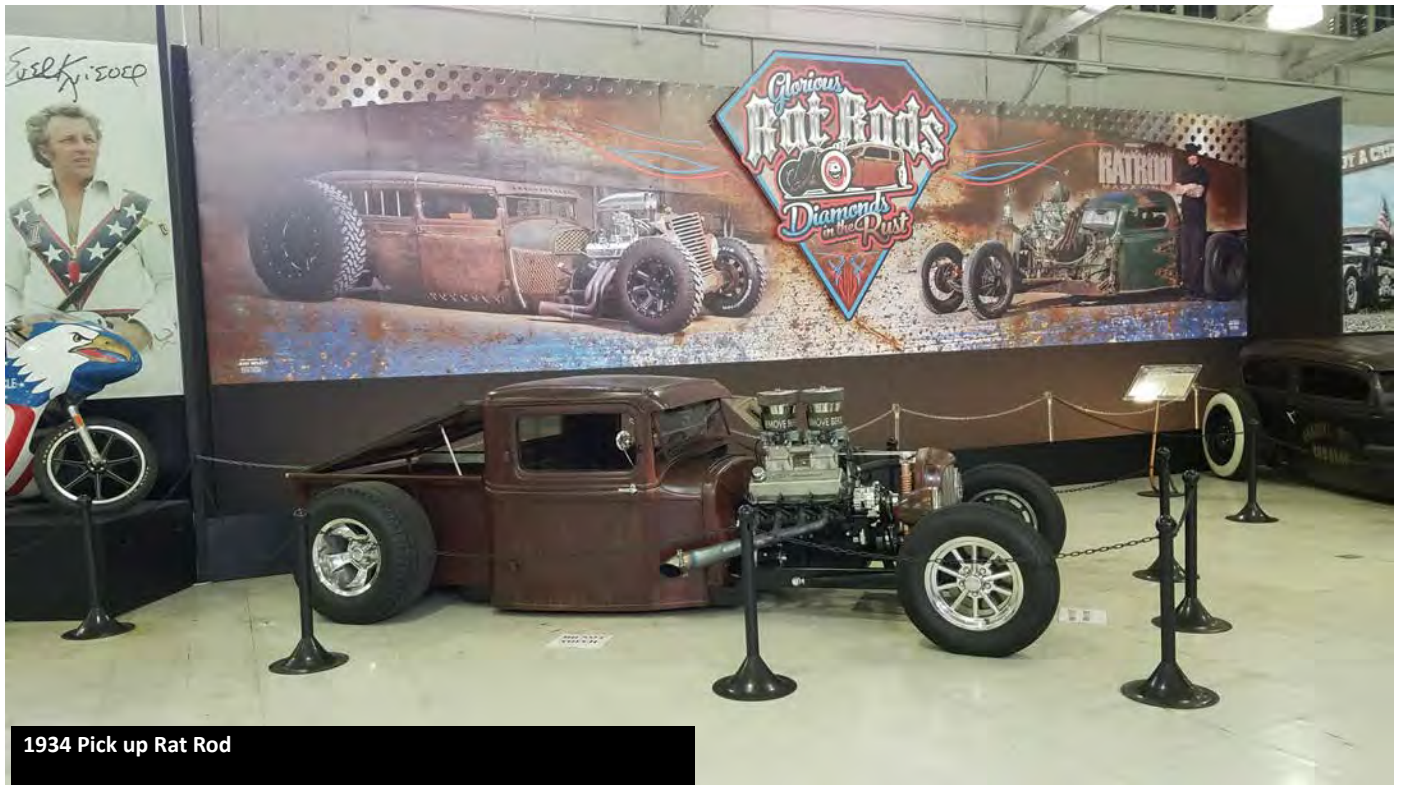
One of the most unusual Rat Rods is based on a 1927 Whippet. The radiator, grill, and headlights are original to the Whippet. The seats are from old tractors. The car sports nicely painted Baby Blue colored wheels with dog dish hub caps, and is powered by a modern Chevrolet V-8. Three generations of family members built this car as a joint project. The design reminds one of a '27 Ford Model T two-door sedan with its square top and flat rear window. The Whippet model was produced by Willys Overland in 1927 as a lower-priced model. The name was taken from the small and swift Whippet dog. The Whippet failed in 1931 as a result of the Great Depression.

The two Rat Rods that are absolutely slammed are a 1941 Dodge pickup with skirts front and rear that touch the ground, and a 1968 VW Bug “Volks-rod,” which has the top chopped four inches as well as sectioned and channeled. The hand built air-ride suspension system on the VW allows the car to hit the ground, with a total travel of five inches.

Also new to the collection this month is a 1937 Studebaker Dictator 6 club coupe barn find. The car is original including the registration, owner's driver's test and owner's manual. There are even gas coupons from WWII in the glove box. Studebaker was one of the oldest car companys, which started building wagons that helped settle the West in 1852. Studebaker's first auto was a 1902 electric runabout. In 1939, Studebaker was the largest of the independent car makers. Your reporter had owned a 1940 Plymouth, a 1940 Ford, and a 1937 Studebaker Commander four-door as of college. The Studebaker was a very comfortable driving car with a huge amount of room in the front and back seats. Performance was modest but more than sufficient to keep up with contemporary cars of the 1950s and 1960s.







Porsches and Planes

by Angela Avitt

Driver Awards Dinner for 2017

January 21, 2018

A little history...

The Driver Awards Dinner has always been one of my favorite events, especially since 2006 when I first became a participant in the Autocross and Time Trial Series. I looked back in the history of this event and found out that the first “Driver Awards Dinner” was in February of 2005, held on the Berkeley ferry at the Maritime Museum on the Embarcadero. The event had 97 attendees. At that time it was a one-time event with no plans to continue it the next few years.

In 2007, Gary Burch, Dan Chambers, Leigh Raynor, Mark Rondeau and so many others (too many to name) continued to rally the members for the separation of the “Driving Awards” from the “Installation Dinner.” The annual Installation Dinner had always been the host for all the awards the club gave out in that year, including the Autocross and Time Trial Awards. It was not an idea that was readily accepted by the board. The 2007 Board, with Ted Myrus as the President, finally agreed to make it an official and ongoing Social Event for PCASDR. It was a great decision.

In 2008, the first “official” Driver Awards Dinner was held at the Riverwalk Golf Club on a Saturday night, February 9th, from 6PM to 10PM. The Chairs were Jackie Corwin and Jennifer Reinhardt. Attendance was high with 156 attendees. I remember the event well and it was really fun!

For the next 9 years, starting in 2009, the Driver Awards Dinner was chaired by Katina Rondeau and Tami Ibbetson, and was always held in the first week of February, on either a Saturday or Sunday. However, for the last 2 years, 2016 and 2017, it was held on a Sunday and moved up into January both years.

Katina and Tami did an awesome job for 9 years—thank you both for your dedication! However, they decided it was time to step down as co-chairs for the 2018 event. The club was lucky to have a new chair, Ms. Carmen Lopez Brown, take on the challenge. She jumped in feet first with some great ideas and a lot of energy, as most new chairs do!

Carmen needed a couple co-chairs, so she asked Monica Bockman and me to help her out. I reluctantly said OK and was hoping to be just an advisor, as I had done a few large

events in the past and knew it was a big job. Unfortunately, Monica took a new job in August and was not able to spend as much time on the event as she hoped, so there we were, Carmen and I, taking on the challenge. The Dream Team!

Carmen wanted to change things up, do something completely different than the same old thing, and I think she really hit the bullseye with the venue, Allen Airways Flying Museum, located at Gillespie Field in El Cajon. Carmen saw the potential for a fantastic event. I, on the other hand, realized it would be a ton of work. It is not a restaurant, so all the food, wine, tables, chairs, decorations, etc., would have to be brought in.

As time passed, I jumped on board and went full steam ahead, helping Carmen channel all her fabulous ideas. As I have said before, I did have to say “NO” a few times. No live band, and no ice sculpture. I don’t think anyone missed those things.

The 2017 Driver Awards Dinner had 145 attendees. Fueled by enthusiastic PCA-SDR members and wonderful sponsors, we had a great time! A BIG “Thank you” goes out to Jae Lee of Mirage INTL, to Phil Thearle of Phil Thearle’s



Sponsor- Jae Lee

Autowerks, to Tim Comeau of Comeau Racing Enterprises, and to Shawn Evans of Porsche of San Diego. These generous sponsors support the club in so many ways all year long. Every month they support the club with their monthly ads in our *Windblown Witness*.

A special "Thank You" to Chris Pedersen and Gerry Guiterrez of Discount Tire for their generous Grand Prize donation of 2 Tire Certificates.

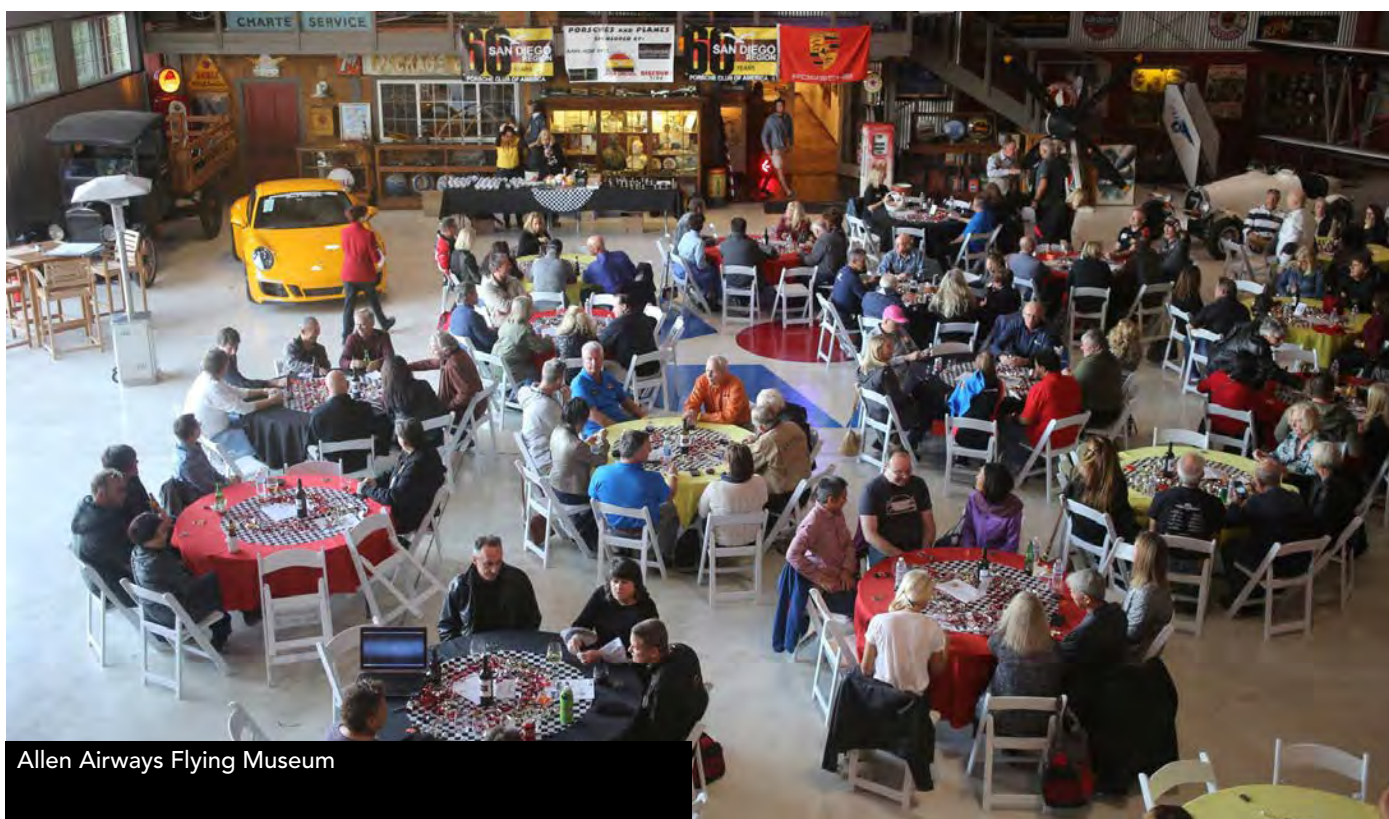
We also had some great restaurants step up and donate Dinner Certificates as raffle prizes. Their Business Card ads are in the February and March WW. Please be sure to thank them personally if you were one of the lucky winners.

I hope that everyone enjoyed the "Opportunity Raffle." We had 9 special baskets that included free entries to Autocross, Time Trial, Concours, Progressive Dinner and a free weekend at the Bungalows at Chuckwalla. We hope to continue this tradition at future events.

Many thanks have to go out to all the PCASDR members that helped Carmen and I make this event a huge success. Thank you Mike Avitt, Mike Brown, Dan Chambers, Monica Bockman, Mark Curran, Steve Grosekemper, Sharon



Monica Bockman, Carmen Brown, Victoria Varon, Angela Avitt



Allen Airways Flying Museum

Grosekemper, Victoria Varon, and Matt Schiller.

Thank you PCA-SDR Board and especially Tom Brown for delivering all the Goodie Store items we were able to raffle off, and for the beautiful 60th anniversary wine glasses too!

Looking forward to the 2019 event that will celebrate the achievements of the 2018 Drivers. Cannot wait to see what Carmen Brown has up her sleeve for us!

Special Award Winners for 2017

AX Chairman Award Winners- Andrew Simmons and Anastasia Berta

AX Most Improved Drivers- Vinh Ly, Bryan VanNoy, Ty Gi

AX Rookie of the Year- Alain Stad

AX Driver of the Year- Terry Barnum

TT Driver of the Year- Jad Duncan

TT Rookie of the Year- Vinh Ly

TT John Deere Award- Don "Dusty" Middleton

TT Instructor of the Year- Dan Chambers





AX Driver of the Year- Terry Barnum



TT Driver of the Year-Jad Duncan



AX Rookie of the Year- Alain Stad



TT Rookie of the Year-Vinh Ly

The View from the Back - February

by Steve Eisler

For those of you that do not regularly attend PCASDR track events, the car on the cover of last month's Windblown Witness was my 2003 Boxster S, Stan. Shown at the end of the line in pre-grid for the December AX, the picture is a perfect descriptor for title and focus of these articles. The View from the Back has documented Kathy's and my competitive driving experiences in an effort to encourage fellow members to take advantage of the many opportunities that PCASDR offers to learn how to drive your Porsche safely and enjoy it's incredible handling capabilities.

I must, however, add a disclaimer. Stan is a car capable of competing for top times in its class with a better driver at the wheel. At the Time Trial at Chuckwalla in January, car builder and super-driver Adam Gill drove Stan to check out the suspension settings, handling and engine response under high speed racing conditions. We got permission to run in the Red group with the best drivers in the fastest cars. I rode along as Adam ran different lines, tried corners in different gears, worked his way through the traffic and gave Stan a thorough check out. His best time was a 2:07 and he was driving conservatively at "eight tenths" of his potential. Top time of the day (with no traffic) was 1:53.27 by Rick Levenson in a 996 Turbo. I was proud that I was able to enjoy the ride, see how Adam handled the car and the course and not experience any motion sickness which had been such a huge problem when we started our driving experience in 2013. Adam was pleased that the car he had built was performing and handling as expected and that it would be a very competitive car. He just needed to work on training the driver!

My best time of the weekend was a 1:17.88 on Saturday morning which was just 2 seconds slower than my best time in the Spyder the previous year. At all previous events we had packed up after the last practice run on Sunday morning, as do many of the other TT drivers, in order to get home before dark. This weekend I attended the Sunday drivers' meeting and learned the rules of the TT portion of the event. During the TT you have 2 laps on a clear track with no traffic to impede your progress and, conversely, no traffic to help you judge your speed! Both my laps were in the 2:22's, 5 seconds slower than my best practice, 15 seconds slower than Adam and 29 seconds slower than the Turbo! Definitely room to improve!

Even though we were towing Stan and driving in the slow lane on the trip home, the hazardous driving of the other cars on the road was amazing. Attending this April's PDS, participating in the Driver Education portion of a TT or driving with an instructor at one or two Auto Crosses can give you the experience and skills to avoid a potential

"unpleasant altercation" with one of the unskilled mass of vehicle operators on today's roads. Come up and say Hi when you attend a new event. Kathy and I look forward to meeting you.

Three days after Valentine's Day it was AX time again. After seeing the track map, Kathy and I were looking forward to an exciting day. The track looked fast but we did not realize how fast until I got to ride with Safety Chairman Jerry Bumpus on one of his checks of the track. The acceleration section at the start was longer than usual and followed by several high speed turns then an abrupt right hand turn to pick up the course again. There was another foot to the floor board section going north toward Friars Road and then another full speed section paralleling Friars where Kathy was hitting 70 mph and others were going much faster. Then hard on the brakes for a 180 degree turn and two more high speed straights going south to the finish line.

I walked the track with Super Coach Jim Duncan and tried to take some notes on my track map so I could remember all of the tips and advice he gave us. He also instructed me during the first 6 practice laps. We worked on getting the proper line through the course, straightening the steering wheel on the exit from the turns, staying on the gas and, when I spun on the third lap, the importance of getting the wheels pointed straight ahead and holding that position when the car is spinning. My times improved on the last two laps and I felt like I was getting the feel of the car and starting to let the rear end slide in some of the turns. The first session ended way too soon as I felt I was really starting to improve.

Jim was committed to helping other students during the second practice session so I asked Robert Joe to ride with me. Robert is one of the X-car (non-Porsche) drivers that compete in our events regularly. His 2017 Miata is always one of the fastest X-cars and usually records times within the top ten of the Porsche times. Even though they are not eligible for awards, the X-car drivers always volunteer to help and work frequently as instructors. The first time I brought Stan to an AX Robert commented on how well it seemed to be setup and what a great job Adam had done on the build. I told him that if he would instruct me I would let him drive it for a lap or two. Robert reinforced the things that Jim had pointed out and really encouraged me to go faster. He also seemed to enjoy driving Stan for a lap and seeing how well balanced the car is.

I did my best time of the day, 1:19.62, on my first of four timed laps. TTOD was 1:10.97 shared by Bryan Van Noy

in a GT3 and Scott Schubert driving a Lotus Elise. Kathy was very pleased with a 1:20.75 in practice but could not improve in the timed runs. She was coached by her favorite instructor, Blake Bastain. Blake drives his 1999 Boxster from Bakersfield to spend the weekend racing with his dad Mark and instructing new and experienced drivers at almost every SDR auto cross. He won class CC04 with a time of 1:15.82 which ranked him third overall on the BRI list!

On February 23 the Orange Coast region sponsored a Driver Education (DE) day at The Streets of Willow track located at Willow Springs Raceway just north of Lancaster, Ca. It was followed by an SDR DE and Time Trial the next 2 days at the same track so I got 250 miles of racing in one long weekend. The 1.8 mile long 'Streets' is known for its elevation changes, short straights and 'Waterfall' section. At the highest point on the course there is a 180 degree banked 'bowl' turn that allows you to build speed through the turn as you enter a downhill straight. As you gain speed down the straight, the road disappears! You must move from the left of the road to the right, don't brake, don't lift and trust that the road will be there. The GT's are going over 125 mph here! After dropping off of the 'Waterfall' you brake slightly for a kink to the left and then accelerate again before braking hard and down-shifting for turn 10, a 90 degree turn to the left. Definitely the most adrenaline producing portion of the track.

By definition a DE event is a learning experience. There is no timing, no competition and no pressure to go faster than your comfort level. There was a young man from OCR who had raced on the 'Streets' many times who offered to be my instructor on the first session and help me learn the course. We started very slowly and gradually built speed as I tried to learn the braking zones, turn in points and the best line to follow. The next session I had OCR Chief Driving Instructor Chris MacDuff ride as my instructor. Chris is a good friend, a fellow Spyder owner, and a great instructor. Several times he actually took hold of the steering wheel to help guide me in the correct way to negotiate a turn that I was having problems getting. Even with no timing I could tell that I was improving every session but still lifting on the entrance to the Waterfall.

By Friday afternoon the temperature had dropped and the winds increased dramatically. Weather forecasts reported winds of 50 to 60 mph in the area! I don't know what our gusts measured but I do know that anything that was not tied or weighted down was blown away! And it was COLD!

Mark Curran the previous AX chair was pitted near us and offered to help me. I had worked with Mark as one of his AX starters for 3 years and knew that he was an excellent organizer and administrator but did not know what a great driving instructor he was. His first suggestion was to ride

with him in his car to see how the course should be driven and then he would ride with me help me try to emulate what he had done. Soon I was in his 1984 911 SC for a thrill ride. He was very aggressive, sliding the car frequently but in total control. He kept a running commentary of what he was doing, what land marks he was looking for and where on the track he was trying to position the car. I wish I could have made a video of what I was seeing and hearing to play back later. Then we both strapped into Stan and headed to the track. What followed was a replay of the previous commentary punctuated with commands of "Full throttle, full throttle" and "gas, gas, gas". I learned so much and was amazed at how much faster I could safely negotiate the track! But the weather was getting worse so I decided to wait until Saturday to apply what I had learned.

At the Saturday morning drivers meeting it was decided that all groups drive at a moderate pace during the entire session to allow our engines, our tires (which are designed to operate at extremely high temperatures not in the low 20's) and the track surface a chance to warm up. In session 2 and 3, I drove solo and improved from a 1:39 to a 1:35.

Session 4, after lunch, was a special one. In January of 2013 I drove the Spyder in my first SDR DE at Streets of Willow. My instructor was Bill Behun who was extremely patient and supportive of a very a very tentative and inept driver. In this session we reprised the 2013 pairing! I was driving a different car, had a lot more experience and car control and Bill was the same calm, patient, excellent instructor. I had a great time driving with him again! It reminded me of all of the wonderful instructors that Kathy and I have had, what a great resource they are and how important they are to the club. It is a shame that so many of the 2000+ SDR members have not taken advantage of the unique skills they volunteer to share.

I had two more sessions with Mark. On Saturday we did 10 laps in the late afternoon and the last 4 were all at 1:34. I was getting better and consistent and Mark was getting hoarse from yelling "Full throttle". On Sunday we didn't go as fast but concentrated on positioning the car in the right place on the track. In the timed runs at the end of the day I recorded a 1:35.81, just 1.25 seconds slower than my best time with Mark instructing and much better than my results at Chuckwalla.

Perhaps the instructors are finally getting through to me and helping me break some of the many bad habits I have accumulated and the View from the Back can begin seeing the middle of the pack!

Check back next month for some more details on the DE experience.



To Spec or Not to Spec

by Steve Grosekemper and Greg Phillips

If this is not the first time you have ever picked up a *Windblown Witness*, you are probably aware that Greg Phillips and I have been sharing track cars for several years.

Greg has been writing articles about these events for quite some time, sharing the experience of the event with those who prefer to stay at home and do their racing vicariously from the relative safety of their own couch.

We started driving together when I was between racecars and Greg needed help with track set-up on his gray 928. We moved from the gray car to a red 928 racecar, and then I put my foot down and said instead of reinventing the wheel, we should just get a 911 track car.

We drove that red 911 racecar for several years at occasional autocrosses and virtually every time trial since 2010. Then Greg started expressing an interest in trying out club racing during the 2016 season as a newly added entry onto his bucket list.

I thought this was a great idea; but not with the 911. I selfishly didn't want to put a car we had so much time, effort (and money) into out on a club race circuit where it could be easily damaged with a new driver.

Now, any car can be damaged at a time trial as well, but the chance of damage in club racing is far greater. That 911 was like one of my children, and I didn't want to push it into harm's way any more than we were doing already,

Spec or Not Spec; that is the question: For those unaware of what a spec racing series is actually all about, I will attempt to explain in its simplest terms.

A spec series is a racing series where a specific car model series is the only car allowed, and only a certain modification package is permitted. Theoretically, all the cars should be identical. Most of these series have a specific rule set ending with the sentence: "If we don't specifically say that you can do it, you can't!"

Non-Spec classes usually use a horsepower to weight ratio and a much looser set of rules governing what modifications can be made to the car. These are the faster, albeit more expensive, classes.

So I made the suggestion that we start searching for either a 944 or Boxster spec car. I really like spec series racing as the competition is so good, without the out-of-control

costs that are associated with the higher and faster classes.

I made a pros-and-cons list for each car and started doing my homework. The more attractive Boxster is a much newer chassis with more power as well as the ideal mid-engine layout, with far newer and more sophisticated suspension.

The 944 on the other hand is like a Timex watch. It takes a licking and keeps on ticking. The 944 is not as fast or as technically advanced, but you can fix one in most cases with a rock and a stick and a roll or two of duct tape.

Bottom line is I was lured in by the dependability, simplicity, and ease of maintenance of the 944. Because broken or crashed, I would be the one fixing it!

I was heavily leaning towards a 944-Spec car when my old friend George Taylor brought in his orange 944-Spec car to Black Forest for me to work on. He wanted to get a few items addressed before he put the car up for sale so it would be turn-key ready for the next owner. He was selling this car to finance his next car project, after a very successful run club racing the car for the past two years.

This wasn't just some random 944-Spec car; this was a car I almost bought two years prior, just before George had purchased it. I had known the car for over a decade, as it was originally built by my good friend Sean Steele of Autobahn Dismantling and dubbed "The Pumpkin." I just waited too long to give Sean an answer and George had snapped it up!

A few calls to George and Greg and we all decided this would be a match made in heaven. Deal done and we had ourselves a 944-Spec racer for Greg's club racing bucket list.

This all happened in late 2016. The plan was to get the car repaired and sorted in the early 2017 time trial series, so it would be ready for Greg's first club race at Auto Club Speedway in Fontana late that April.

It was a busy '16/'17 holiday break getting the short list on the car knocked out and a little time on the alignment rack; but as January rolled around, "The Pumpkin" was ready for its inaugural test at one of PCA-SDR's famous autocross events.

I took the car out and put it through its paces at the autocross, which was a really smart move because there was a

whole new list of stuff about the car that I didn't like, and the handling was right at the top of the list.

This is a really interesting note as far as racecar setup goes. The last two owners had the car set up a particular way that fit their driving styles. Both of these drivers (Sean and George) liked the set up and drove the car very well, scoring many top finishes, so their thinking wasn't wrong, it just wasn't a good fit for Greg and me.

So it went back to the shop Monday morning and I started tearing into the suspension, making changes that more closely fit the driving style Greg and I are accustomed to. That and another short list of items and the car was ready for our first big-track adventure at Chuckwalla Valley Raceway only three weeks after the autocross.

We ran the late January and mid-March events at CVR, where I placed 1st and 2nd and Greg placed 3rd and 4th in a field of 6 cars in class. We were very pleased with the progress of the car and were really excited for Greg to go to his first club race at Auto Club Speedway during our annual California Festival of speed.



Greg crossing the finish line in his first club race event

We took both cars to CFoS in late April and the 944 was just perfect for this event's oldest rookie. A couple tire changes and sway bar adjustments were all that was required all weekend. This was much better luck than I had with the 911, as it came down with a case of fuel starvation and was retired from the event. The 944 even ended up doing some double duty on Sunday, when I got in a couple practice laps and timed runs to salvage my driving weekend.

With the first club race under Greg's belt, we decided to share the car again at our next time trial in late May. This event was at Streets of Willow, where unfortunately we had some contact while I was driving. True to form, the 944 went from limping off the track to back in action in about 2 hours with—you guessed it—a rock, a stick, and a couple rolls of duct tape. The other newer car went home on a trailer, just showing how tough and simple to repair the 944-Spec car actually was. (OK, it wasn't a rock and a stick but a hammer and a pry bar, with a few other assorted tools, but pretty close. Oh, and only one roll of duct tape.)



The 944 in the E. R. getting patched up for the next run session

Our next event was after summer break at Willow Springs International Raceway on the first of October. Greg drove in the club race and I drove the 911 in the time trial. A great event all in all, with some really great racing in the 944-Spec class. Greg was really picking up his game and getting into the thick of it. There was great racing to watch and cheer on from the stands.

Our next event was back to Chuckwalla for some good old time trial fun. This was great fun as it allowed us to make changes and try them out without the stress of having the best set up for race conditions. Just drive it like we stole it! Of course, I was making fastidious notes between each stolen run session for future improvements.

Next on the list was our season finale, the Buttonwillow Double Crown event; the last SDR club race and time trial of the year. We both had a great time driving until Greg started experiencing shifting problems. He finished the first sprint race after practice and brought the car in for me to look at and see if we were done or if I had something up my sleeves. This marked the first mechanical issue with the car in our entire first year of service.

As it turned out, the clutch had come apart and refused to disengage, which the transmission did not like at all. Back at the shop, I threw in a new stock clutch and our spare transmission. Having this spare transmission would allow us to continue driving events while the old transmission was getting repaired and updated for the new season.



Greg strapped in and ready for battle at our final event of the year at Buttonwillow Raceway (pre-clutch failure)

As a side note on dependability...the clutch and transmission were installed during this car's original build in 2006. That's 4 different drivers and about 100 track days of use. I can't really think of another Porsche that will give you that kind of service.

What a difference a year makes...

The first year of driving this new car is now under our belts and we had a few thoughts to share.

Steve: So anyone who knows me will tell you I am a dyed-in-the-wool air-cooled 911 guy. A 911SC/Carrera is the car I feel most at home driving. They have a style unlike any other car, and one that will reward skilled driving. I also like the fact that some of the worst situations you can get yourself into can be corrected with full gas when your brain says BRAKE!

So as a 911 guy I was really surprised by how much I loved driving this car over our first year. I like driving a 911 on the edge, but this 944 begged to be driven over the edge. This car wants to be driven at 10/10ths normally, and 11/10ths if you want that golden lap!



The philosophical difference in these two cars and driving styles surprised me. The 911 must be driven correcting everything bad that is about to happen before it happens. The 944 is all in slow motion...like a movie of a car accident that morphs into a frame-by-frame, stop-action time warp.

Because the car is slower and has such good handling, you can dissect every corner into fractions and put the car exactly where it should be.

A great handling car like this is just like a Sunday drive at 8/10ths but done at 11/10ths—you must extract every ounce of “fast” that you can squeeze out of the package. Now that's fun!

“Better to drive a slow car fast, than a fast car slow.”


Greg: I have not gone wrong listening to Steve about cars; so when he recommended this approach for club racing, that is what I did. I bought the car from George and Steve did the prep work, and except for the clutch finally dying at the last event of the year at Buttonwillow, it was bulletproof.

The costs were helped by running in a Spec class, and the consumables were also cheaper than the 911. Small tires and brakes that lasted a long time, partly due to the limited horsepower, helped keep costs down, although I would have liked to run the Toyo RA1s rather than the Toyo RRs. The grip is better in the RRs but they do not last nearly as long as the RA1s.

The lack of horsepower also meant that the 944-Spec cars were the slowest group on the track, at least until another 4-cylinder 912 or 356 comes along, and I did not see any during my first year of racing. But being at the back also meant I was not mixing it up in the middle of the pack, where most of the accidents and carnage seemed to happen. I did have to dodge a few cars when arriving after the accidents, however.

I first started in 928s, V8 power and ABS, and learned about power oversteer. Next up was the 911SC, with no ABS or other nannies, and learning about trailing throttle oversteer. And now the 944, with no ABS or nannies, but very neutral handling that does not bite the driver, although I did severely flat spot a set of tires with brake lockup at Chuckwalla while chasing Peter Busalacchi in another Spec 944.

That brings up what I found to be the biggest difference between the DE/TT and Club Racing: the late braking needed for passing. Since there are no late braking passes in TT, only point-bys on the straights, the downside of late braking and flat-spotting tires was much greater than the benefit of improving your lap time by aggressive late braking, and so I was more conservative in my braking at Time Trials. Now I need to improve my braking technique to make some of the passes needed in Club Racing. The 944 will not make many horsepower passes. Most of my rookie year passes were pouncing when the car in front made a mistake.

I plan on improving my braking technique and hope to be better this year on late braking. I also hope to improve my starts, as I was very conservative as a rookie, tried not to be too aggressive in the first corners, and ended up being passed by cars that I had qualified ahead of by being too cautious. Wish me luck. 

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San Diego Region 60th Anniversary Celebration

By Tom Brown

The 60th Anniversary celebration for San Diego Region ending with a bang in January. The Winter Formal at Porsche of San Diego was a blast, and the Driver's Awards dinner at Allen Airways Flying Museum was phenomenal.

As the final month of the celebration, it is fitting that January saw us giving away the most 60th anniversary prizes.


The final winner for the every 60 days drawings was Ron Palmer. He won a car detail kit from Porsche of San Diego. Thank you Porsche of San Diego!

The 60th entrant winners for the January events were: Mike Miller at the Chuckwalla Time Trial, John Picot at the Autocross, Robert Joe at the Driver's

Dinner and Rick Richardson at the Winter Formal. Each of these won a free entry to their event by being the 60th registrant.

Finally, we have our "60 for 60" winners. These are the people that attended 40 or more events during the course of 2018, with the goal of achieving 60 or more. Our first place winner was Mike Miller, attending an incredible 69 events! Coming in close behind was Eric Marc-Aurele with 65. Third place was Steve Eisler, who was able to attend 45 events. Andrew Raines was runner up with 41 events.

Each of these winners walked away with a commemorative jacket, and the top three won a special trophy designed by our own John Straub, a fantastic automotive photographer.

It was an incredible year for the region—here's to the next 60! 



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 30

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Featured Project: University City Residence



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Membership

New Members

Luke Adams
San Diego, CA
2006 Cayman S

Arnold Basada
San Diego, CA
2006 911 Carrera S Coupe

Victor Burns
National City, CA
2014 Cayman

Ron Cates
Carlsbad, CA
2014 911 Carrera Coupe

Gery Katona
Escondido, CA
2015 Boxster S

Michael Miller
Carlsbad, CA
2003 Boxster S

Steve Milligan
La Mesa, CA
2013 Panamera

Andrew Paolini
San Diego, CA
2008 911 Carrera Coupe

Manuel Rodriguez
Carlsbad, CA
2010 911 Carrera S Cabriolet

Dennis Simeon
San Diego, CA
1999 911 Carrera Cabriolet

Wallace Thompson
San Diego, CA
2007 Cayman S Coupe

Neil Whittey
San Diego, CA
2013 Boxster

Clarence Wong
Carlsbad, CA
1999 911 Carrera

Anniversaries

Five Years

Kurt Becker
James Blasutta
Michael Cochrane
Fidel Gonzales
Frank Mearns
Jeff Raleigh
Mark Thurlow

Ten Years

Aristotele Hadjichristos

Twenty Years

Robert Camhi
Gordon Frost
Thomas Hofmann
William Holloway
Martha McGowan
Gary Samad
James Short

Twenty Five Years

Tom Bilhorn
John Rice

Thirty Years

Laurance Dunbar
Kurt Gokbudak

Current Membership

Primary Members:	1741
Secondary Members:	1006
Total Members:	2747

My First Time

by Charles Gillespie

What got you hooked on Porsche? For each of us it was something different, but probably something very familiar to us all. Here's hoping that this becomes a regular feature of the Witness, and that each of you will share what first got you addicted to Porsche Passion. As we say, we came for the cars and stayed for the people, so share your story: Here's mine.


As a lad in college in the early '80s, who had only ever driven his parents' cars, I still lusted after a variety of sports cars, but my eyes were always drawn to the familiar silhouette of the 911. I was home on break from UC Santa Cruz, and had managed to save up exactly \$1,500 to buy my first car. I knew that a 911 was out of my range, but I figured I'd go for a Karmann Ghia, and promptly begin modifying it to get as close as possible. As fate would have it though, I saw an ad in the local Arlington, VA, paper for a 1959 Porsche 356A coupe, and they were only asking \$1,750!

I hustled my Mom into loaning me the extra \$250 and driving me to see the car. It was at a townhouse remodel job site, parked on the grass, in the snow, with the sunroof slightly open, so just a bit of sleet could get into the interior. It had a transplanted VW 1600 engine, was (poorly) painted white over a light blue (the dash was still original body color), with a red leather interior. Sure, there were a couple of spots where I could see the ground through the floorboards, but someone had laid down a nice, "strong" layer of fiberglass over most of the floor. There were signs of rust along the bottoms and leading edges of the doors, and the front hood had the telltale kink where someone had tried to overcome the hood strut with brute force. But it ran, and shifted, and



it was a Porsche! I was in love. And really, what could go wrong?

Believe it or not, that car was both reliable and fun. I drove it out West with a girlfriend in the passenger seat, and got a ticket going 90+ crossing into California from Arizona. The cop seemed shocked it would go that fast, and warned me that if I strayed off line with those tires, the car would start rolling over and never stop. I drove it around the Bay Area for another year or so, until one night, driving over Hwy 17 from Los Gatos to Santa Cruz, at a really rather remarkable rate of speed, I realized that it wasn't the wind, but rather the entire chassis (or what was left of it) that was flexing and causing the car to wander all over the road. I determined then and there that if I didn't sell the car, I was likely to die in it!

But that little 356 had done the trick. I was hooked on all things Porsche. I sold it for what I paid for it to someone who said he was going to "restore" it, and promptly bought a 1973 1.7-liter 914, for the same \$1,750. That car took me, and my then fiancé, Katrin, back across country, and later lead to a 1986 930, 1986 951, 1988 M491 Cab, Boxster, 996, and '70 RSR. There have been times we have been without a Porsche in the garage, but they have been few, and short! 



What exactly is “Performance Driving” and why would I want to do it?

by Keith Verlaque

Hopefully, by now, you will have heard the term “Performance Driving”—even if only because PCA-SDR conducts a Performance Driving School (PDS) twice a year at SDCCU Stadium.

First and foremost, our Performance Driving School is not a forum for students/attendees to learn how to drive. In fact quite the contrary, one of the requirements of attending the school is that you must already be a fully competent driver—driving a Porsche. The PDS is also not a racing school. There is no aspect of competition in any portion of the curriculum, and all driving during the school is done with one car driving at a time. Additionally, to attend you are required to be a member of PCA and have a valid driver’s license.

If you’re a member of PCA, you must have acquired a Porsche at some point and, as we all know, the primary function that all models of Porsche perform best is to be an excellent driving tool. Porsches are recognized by many as one of—if not “the” best—tool for the job of driving.

Some may think owning a Porsche has other important advantages—perhaps for demonstrating wealth, letting everyone know that you have “arrived.” Still others may see the Porsche as an objet d’art, or, as I heard it recently referred to...fine garage furniture. We believe that owning a Porsche and not taking it to any kind of driver training or car control clinic is akin to paying top dollar for a thoroughbred racehorse and then keeping it in your back yard on a lead rope.

The fundamental reason behind the success of the brand has without doubt been the way in which it fulfills its design intent of providing the driver with feedback. It is this feedback and the way it is delivered which causes first time Porsche drivers to say things like “Wow! It really hugs the road” or “It corners like it’s on rails.” It is this same feedback that instills the driver with confidence and enables them to comfortably drive at a higher level than he or she might in a lesser marque. The car’s capability is so much higher than the majority of drivers will ever be aware of, let alone achieve, the thought occurs that to some extent, this superior vehicle is not only not being used properly, but to varying degrees, wasted

on all but the best of drivers. This definitely does not mean that “mere mortals” can’t truly enjoy learning to drive a Porsche well.

So we come to the question what IS Performance Driving?

In San Diego region of PCA we define Performance Driving as “Having the knowledge, understanding and ability to safely and expertly drive any vehicle.” Please note there is no reference to driving at speed, or to driving at, or even near a limit (be it your limit, the car’s, or the legal limit).

The reason performance driving is described so concisely that way is as follows. The goal of our PDS is for participants:

- 1) To know how their car will perform or react under several sets of conditions, e.g., in a tightening turn, on a wet road, on a steep hill.
- 2) To have a clear understanding why the car will behave in that way, and...
- 3) To be able to safely drive the car under those and many other conditions.

This begs the question “How on earth do PCA-SDR Performance Driving School students get to do all this?” The answer is—for the past twenty-plus years we have run our PDS in three distinct sections, each of which is intended to isolate various aspects of normal driving and to analyze, discuss, and experience these aspects first hand, in a safe environment with the aid of an experienced instructor.

The three PDS sections are:

- 1) An evening in a classroom environment with a presentation including videos and detailed descriptions of the fundamentals of driving, including such topics as understanding vehicle safety, understeer, oversteer, tire contact patches, driving “the line,” car control up to, at, and beyond the limit. This of course leads into accident avoidance, correct braking technique, proactive safe driving techniques, and elimination of bad habits.

2) A full day performing several custom exercises designed to isolate and demonstrate your Porsche's handling characteristics with the aid of an instructor. To enable students to feel their Porsche near or at the limit, we perform most exercises on a wet skid pad. This means that the way the car behaves at 60 miles per hour can be demonstrated at 20 miles per hour, and has the additional bonus of a significant saving on tire wear.

3) Another full day where students drive a course laid out with cones intended to demonstrate how the skills they have discussed and learned during exercises can be put to use to expertly drive their Porsche. The Sunday track is a non-competitive autocross, which means that students drive the track with no other cars nearby and no timing system running, and, as a consequence, both drive and learn at their own pace—again with an instructor.


So all of the above is a fairly logical, factual description of what goes on at a PCA-SDR PDS, however, none of the above even begins to express how much fun it is driving your Porsche in a controlled environment and seeing how it really handles.

To put it mildly, this school is an absolute blast! It

doesn't matter what type of driver you are, whether you have had your Porsche for ages, or are brand new to it. You will learn so much you will wonder how on earth you have been driving for so long without knowing this "stuff." It will make you a safer and much better driver, and without doubt, increase your capacity to enjoy the pleasure of Porsche ownership.

Bottom line—you have paid for this amazing machine and owe it to yourself to learn to use it properly. Stop driving the way you used to drive your first car when you got out of college!

Our PDS is conducted twice a year, once in the spring and again in the fall, and the price for the whole weekend (including meals) is \$495. Our PDS typically sells out, so if you're interested in enrolling or simply finding out more, go to our website calendar (<http://www.pcasdr.org/event/pca-sdr-performance-driving-school-fri-evening-chalk-talk-black-forest-2/>) and check out April 27th, 28th, and 29th for instructions on registration, or e-mail our Chief Driving Instructors at cdiq@pcasdr.org.

We are looking forward to working with you on becoming a better Porsche driver! 



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

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

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

This is an opportunity to learn Performance Driving techniques that can be applied to any driving situation. The driving skills you learn will significantly enhance your ability to enjoy driving your Porsche. When registering be sure to add your membership number and cel #

PDS: 3-Day Schedule

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

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

For More information: cdiq@pcasdr.org



Classifieds

Classified Ad Policies

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).

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Advertiser Index

5 Point Auto Detail	13
All German Auto	4
Autos International	36
Bill Behun, Architect	36
Black Forest Porsche/BMW Service	IBC
Bo Beau	34
Bringatine	9
Bumper 2 Bumper	13
Charlie's Foreign Car	33
Clear Pro	12
Comeau Racing Enterprises	16
Cutting Edge Audio	17
Dent Devils	12
Endeavor Group, Real Estate	17
European Motor Sports	33
Grad Prix Classics	9
König Motorsport	9
La Jolla Audio	5
Jasmine Designer, El Cajon Print	43
Makellos Classics	16
Michael Maronde, Sotheby's International	43
Miguel's	11
Mirage International	33
Modern Image	4
Ottavio's	9
Ocean Beach Upholstery 382Phil Thearle's	IFC
Porsche of San Diego	BC
SpeedZone Paint & Bodyworks	36
Steve Grosekemper 911SG	43
Wayne Baker Racing	5
Wheel Enhancement	43

Special Event Flyers

Day Away From Work	7
California Festival of Speed	8
2018 Time Trial Schedule	35
PCA-SDR Performance Driver School	41

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