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April 2018

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Features and Pictures



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On the Cover



The garages at Sonoma Raceway, October 2017. Photo by Greg Phillips

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Windblown Witness • Volume 59 Number 4 • April 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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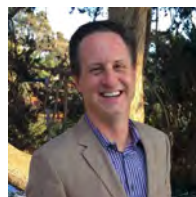
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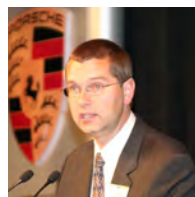
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From the Co-driver's Seat

Tom Gould
SDR President

Yes, I love to drive. But over a million miles in a car has to start somewhere.

I was lucky to have parents who loved to drive. I grew up watching them autocross and time trial when I was a kid. I sat in the back seat during road rallies. I eventually moved to the navigators seat for rallies. I studied the driving techniques of my parents. Seating and hand position, mirror positions, where they were looking, acceleration, shifting, braking techniques. I studied the cars they drove. Tire pressures, oil level, lights, wipers, how to read every gauge and what they meant. I read the owners manuals front to back. I couldn't wait to get out there on my own.

The day I got my Learner's Permit changed my life. I already loved being in a car. Back in my day you had to take Drivers Ed in high school. A semester of studying the rules of the road, ten or so hours at a simulator and probably ten hours or so behind the wheel of your car. But it was my mom who taught me to drive. I would get home after school and she would put me in the car and make me drive for an hour each day. Any chance I got I would drive. By the time I went in for my driving test I easily had over 100 hours behind the wheel. I aced my test and I was free to rule the road on my own!

I could have stopped my driving education there, but I wanted more. A Porsche Club member in Orange County at the time ran a program for teen drivers who were court-ordered to attend a driver school for one reason or another. I was invited (not court-ordered) to attend the school one weekend. It was an early version of the Teen Survival Schools that happen out there today. If I remember, this school was about half classroom and half driving. There was the typical skidpad, lane control and braking sessions, and a small, tight, 25-second autocross type course. What was fun about that was they also made you run it backwards (meaning in reverse gear—where else do you get to practice that!). I walked away from that course not only a better driver as far as controlling the car, but with a much better understanding of my limits. And every teen who was in that course improved their driving skills (and more importantly their driving attitude) by 1000% that day. Why is a course like that not mandatory for every driver on the road?

I was attending every PCA event I could at the time. Within another year or so I attended the Bondurant driving school, which of course took everything to the next level, and I then worked on getting an SCCA license. My Dad was also working on getting his SCCA license at that time, and there was a 356 race car waiting to be raced. I had a couple of friends who were already running SCCA

events, and we all attended events together. But all those ambitions were short-lived. Life gets in the way, and all the SCCA track stuff took a back seat, except I did get my competition license and I did get to spend a couple years running parts of the SCCA Pro Rally circuit (buy me a beer and I'll tell you about the worst sound you can hear while driving high speed down a dirt service road). Great times.

At that time in my life I would have had to consider myself an exceptional driver. Not top-tier professional by any means, but better than 95% of the other people out on the road. My next couple decades consisted of autocrossing a few times a year and the occasional time trial (Riverside Raceway, Ontario Motor Speedway, Orange County International Raceway—how many remember that place?). But I spent most of my weekends doing TSD rallies. I've probably run over 500 rallies in my life. That became my passion. As rewarding as the track was, being able to run at 100%, there was the appeal of being out on the open road. But with that comes the danger you face in everyday driving—the other drivers on the road. Every time you are out there with others you put yourself at risk. And the more miles you drive the higher the risk becomes (just ask my insurance company when they see I put 40k miles a year on my car). I have felt fortunate to have good training in my early years that created good driving habits that I have been able to carry over for the rest of my driving years. But the training never ends. Although I autocross less these years, every time I go it helps me reinforce or re-learn some of those good habits again. And I'm not shy about asking for an instructor. It's great to have an experienced instructor observe you, even just for a couple laps, and point out the flaws that have crept into your driving techniques over the years.

I guess I'm trying to point to this. Take advantage of San Diego Region's great driving events. Learn how to get the most out of you and your car safely, and then you can enjoy the driving that much more. SDR has a great Autocross, Time Trial and DE program with willing instructors (all volunteers!). And, of course, we have a fantastic Performance Driving School (PDS) that rivals any professional school you can go to. Come out and learn about your Porsche and your own driving. It will make your driving experiences that much better.

Enjoy the drive—safely!

Tom Gould

2018 President - PCA-SDR 

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March Board Meeting

PCA-SDR Board of Directors Meeting 3/7/2018

Gengler/Miller Home, 1552 San Luis Rey, Vista, CA 92084

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

Call to Order: 7:10PM

President (Tom Gould): Recap of PCA National Board meeting: 125 in attendance, PCA now has 80,000 primary members, National revamping their website, new Region Procedure Manual (RPM) is on line, PCA Junior Program has attracted 1500+ young members, Treffen Tamaya is sold out, Parade 2018 already has 2000 people signed up, Rennsport Reunion is selling out and will be selling Laguna Seca parade laps for \$65 (limited to 100/day) starting 7/11/18.

Secretary (Keith Rampmeier): Approval of February Meeting minutes. M/S/P. Online votes: Approve new Tech Session date 3/23/18 and approve move of Progressive Dinner to 6/2/18. M/S/P.

Treasurer (Tom Brown via Tom G): Monthly report submitted. M/S/P. National rebate arrived and all Porsche and Parks participants are paid up.

AX (Jerry Bumpus): February 17 AX reconciliation submitted. Update on 3/11/18 AX: pre-reg at 64, only 20% rain forecast may be impacting. Extending registration, reminder eBlast to go out, AX team to post forum reminder. Topic of re-admitting non-member X-class drivers (no students) was discussed, however no decision was made.

AX Relocation Committee (Jim Binford): AX Alternate Site Updates: Initial negotiations continuing with several local military bases, including SCCA & BMW Club. However, even if local base approval is possible, higher-level military approval may be a stumbling block. SCCA is starting to run at Lake Elsinore minor league baseball parking lot.

CDIsQ (Keith Verlaque): Upcoming 4/27–4/29 PDS is about half full.

DE/TT (DE/TT team): Report on SoW TT/DE Feb 24/25. Next event 3/24–25 DE/TT at Chuckwalla.

Festival of Speed (Tom G): Volunteers still needed to help run the event.

Social (Victoria Varon): Proposing day tour on 5/12 to the Peterson Museum including a stop at San Clemente Cars and Coffee, lunch, and the museum visit with included vault tour, parking and admission. M/S/P.

Tom G gave a recap on Feb 25 Cars and SDR: over 50 cars and lots of GT3s.

Tech Sessions: Jim Mullady – Griot's Garage tech session, Friday March 23. Proposing 5/5 for Charlie's Foreign tech session from 10AM–1PM. M/S/P. Since cars on lifts, insurance will be required. Also proposing Makellos Tech Session 5/23. M/S/P. Reminder: Encinita's Cruise Night is Thursday 8/16 starting at 4PM. Club members are invited to gather at Charlie's Foreign Car Service...more info to come.

Other events:

Jim Binford proposed Fallbrook's Hot Summer's Night Friday July 20th (theme: Sports Cars & Vintage Cars) to be an official PCA-SDR event, with SDR folks gathering for dinner afterwards. M/S/P. Also, 5/23 is the Fallbrook Vintage Car Show (Packard is the featured make, but local restoration wizards CPR will be bringing a bunch of cars.).

Past-President Karen Garcia Raines proposing several "Around San Diego" events. The initial event will be a morning at the Balboa Park Carousel, Sunday, August 5 7:30–9:30 A.M. The Carousel would open early, just for us—plenty of parking on either side Carousel. \$20 Fee would be donation to Friends of Balboa Park Carousel Capital Campaign. Minimum of 30 registrations required. M/S/P. Other events under consideration: Miniature Craftsmanship Museum in Carlsbad, SD Auto Museum, California Wolf Center in Julian.

Rick Richardson requests SDR participate in the Eastlake Car Show, Sunday July 1 from 5PM–7PM. Car setup from 4:30–5:00PM. If the club produces 20 cars for the show, the organizers will provide the club \$200. M/S/P.

Tours (Keith V): Update on March 18 Back Roads tour: turnout is large (130 registered cars) so registration has been closed.

Membership (Gisele Gonzales): Primary/Affiliate/Total: 1714/989/2703, YoY Change: 69/28/97. New volunteers have stepped up to help, so thanks in advance to Ellen & Wendy.

Charity (Lori Chesley, Carmen Richardson): Possible Monarch School Dinner in August. Socks and underwear drive being planned for July and August.

Concours (Tom G): Sept 28 Concours update: Working to get exemption for cars above city's 'weight limit' that might exclude SUVs.

Karen G-R. provided a La Jolla Concours participation update: 11 cars signed up and registration will be opened to Zone8 members. Porsche San Diego is sponsoring a tour as part of La Jolla Concours that weekend, with visits to several local private car collections.

Auto Museum (Michael Harris): Paula Brandes, the Museum's Executive Director, passed away several weeks ago. A Celebration of Life will be held at the museum in Balboa Park on March 21 from 5 to 7PM. In lieu of flowers one may make a donation in her name to the Automotive Museum.

The new museum display is "Glorious Rat Rods-Diamonds in the Rust." There are 13 rods with early Ford models being in the majority, but two Dodge models and a 1927 Whippet stand out. Engine choices range from a GMC 471 blown Chevy V-8, Dodge Ram hemi V-8, to a BMW

328 overhead cam inline six, and a souped-up 1968 VW opposed four-cylinder motor. Rust primer is the color of choice but all have an interesting patina finish. All of the cars are well-crafted and exhibit lots of imagination. Anyone who likes hot rods will enjoy this show. Also new to the display is an all-original 1937 Studebaker coupe and a mid-60s Chevrolet Impala Lowrider.

Windblown Witness (Susan Brown): Deadline this month is March 20.

Other Committees: No report submitted for this month.

Announcements: Thank you Sara and Mike for hosting!

Next Board Meetings: 4/4/18 at Mike and Carmen Brown's home in Santee.

May meeting: TBD

June meeting: Varon home in Oceanside

July meeting falls on the July 4 holiday, so it will be moved to 7/11. M/S/P.

Adjournment: 9:24PM



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Registering Porsche and Driver for the Zone 8 Classification Site

By Steve Grosekemper

Steve is PCA-SDR's Tech Advisor/Scrutineer and Tech Inspection chair for AX/TT/DE.

So you have signed up for a SDR or Zone 8 driving event on MotorsportReg.com, <http://pcasdr.motorsportreg.com/>. Next thing to do is register the Porsche and its driver. If you have a non-Porsche, but are participating in a performance driving event, fill out the spreadsheet located at http://www.zone8.org/assets/docs/DE_TTSafetyEquipCalculator.xlsx and provide the resulting Performance Equipment points calculation when asked.

Start by going here to the Zone 8 Classification site, <http://zone8.pca.org/CarClass/Default.aspx>.

You will do the registration process once, then before each event it is only 3 quick clicks or less until you have a printed tech sheet customized for your Porsche!

Click the Log In button in the upper right corner.

If this is your first time you will need to register first, so click "Register".

You will be taken to a registration page where you will enter your first and last name, car number, and PCA region.

If you don't have an assigned car number, it can be entered later, just skip it.

If your region is outside Zone 8, select "Other."

Click "Next" when done.

The next page is the "Create a New Account" page.

Enter a login account name. This can be your full name or PCA or forum login. It doesn't matter as this database is not connected to any other Porsche database. Use something you will remember.

Add an e-mail address. Use a consistent e-mail as this will be used to reset your account if you forget your password or if there is an issue with your account. We won't e-mail you and you will get no messages that you don't request.

Then add your password (twice).

Finally select "Create User".

The page will redirect and if you did everything right it will open to the home page and your username will appear in the upper right corner in a "Welcome" message. Congratulations! The driver (that's you) is now registered on the Zone 8 classification site.

For everything else you are going to want to do you will use the drop down menu in the upper left corner under the "Car Classification" header.

Next you will need to register a car.

Select "Add a Car".

A new page titled "Add New Car" will appear.

Select a year and model of your Porsche.

If your car is heavily modified and you are applying for an Update/backdate modification, select that button and info.

Now press "Save."

When you do this a new line will appear "The Car was saved - Classify this car."

Click "Classify this car" and this will start the classification process. When you add a new car or update the account this is the page you will start from.

Let's Classify that Porsche!

Page 1 (Tires)

Fill in the color of your car and any notes that apply like "Silver-AX."

Input the section width of your front and rear tires.

This will be on the tire sidewall like this "235/35-18". The first number (235) is the section width.

Then input the tire's tread wear range. This is how long the tire lasts or how much traction it has.

You will find this on the tire sidewall in small print (5mm high) next to the traction and temperature ratings.

The lower the number the more traction the tire has and the quicker it wears out.

A common number is 180, so you would select 140-200 (20 points).

This is the “Street Stock” section. Look at your tire sidewall markings and answer the questions.

Now select the “Next” button.

Page 2 (Suspension)

Read the questions and select the ones that apply concerning track and suspension modifications and PASM.

Questions with a “more” tab will offer additional detail to help you decide if this modification applies to you.

When done click “Next.”

Page 3 (Suspension & Brakes)

Read the questions and select the ones that apply concerning springs, sway bars, shocks, and brakes.

See discount packages. If you have a special performance model that is listed here, select the box that applies.

If a box is already selected do not unselect it.

When done click “Next.”

Page 4 (Spoilers, Drivetrain and Windshield)

Read the questions and select the ones that apply concerning Spoilers, Drivetrain, and Windshield.

If Limited slip differential is already selected, do not unselect it.

When done click “Next.”

Page 5 (Intake, Engine, Exhaust, & Weight)

In this top section mark all Intake, Engine & Exhaust modifications that apply.

Or, if you have a car that has some of these modifications but they are not optimized, you have the choice of using a dyno number instead of the specified points penalty number. An example would be where a non-stock camshaft was installed (50 points) but this only netted an additional 20 HP (35 points). It would then be more advantageous to dyno the car instead of taking the bulk modification points.

If you do use the dyno option, you must be sure to take a filled out dyno certification sheet when the car is tested.

Get the dyno certification form here: <http://www.zone8.org/assets/docs/Z8DynoCert.pdf>.

You must make 3 dyno runs and take an average of the three top HP runs. That is what is printed on the sheet.

Then add the weight of your car if it has been reduced more than 1.5% of curb weight. This is with all fluids in the car and no driver.

Now click the “Finish” tab (VERY IMPORTANT—you will have wasted your time if you do not complete this step).

Page 6 (View Car Info)

This page gives you all your classification info on one page.

See your Class, Base & tire points, Performance Equipment (PE) points, and required safety equipment.

You will need your Class to register for AX and all of these to register for DE/TT.

See the final section titled: Required safety equipment based on performance equipment points.

The items listed in red are the safety equipment you will be required to have in order to run the event.

Customization and printing of the Tech Inspection Sheet

Once completed you may add additional cars or configurations.

You may want to have one set-up with street tires for autocross that you can drive to the event, and one

configuration for time trial events with racing tires and open exhaust. Distinguish these two separate configurations with a note under the color line. One could be "Silver-AX" and one could be "Silver-TT."

If you want to change user info or change your password, select the "My Account" tab.

Now the best part; printing out a completely calculated tech inspection sheet!

Go to the main menu (upper right) and select "View/Edit my Cars."

When the page opens up you will see one line per car with all the info and links you need.

Go to the third box from the right (PDF) and download your tech sheet to your desktop. (Completed-Z8-TechForm.pdf) Do not open the document in your browser.

Open the PDF document in Adobe Reader or Pro or another full feature PDF program.

Look in the center section of the first page and note that the points categories are all filled in.

Then go to the top of the tech sheet and note that your name, car number and class are already filled in.

Fill out the rest of your personal information below your name and above your car year and model.


If you have Adobe Pro you can save the document and just click on and print the document for each driving event.

If you only have Adobe Reader, it will not save. Just print out several copies so you won't have to enter all the personal info for each event. PCA Zone 8 does not collect or share personal information and that is why it is not saved on your tech sheet.

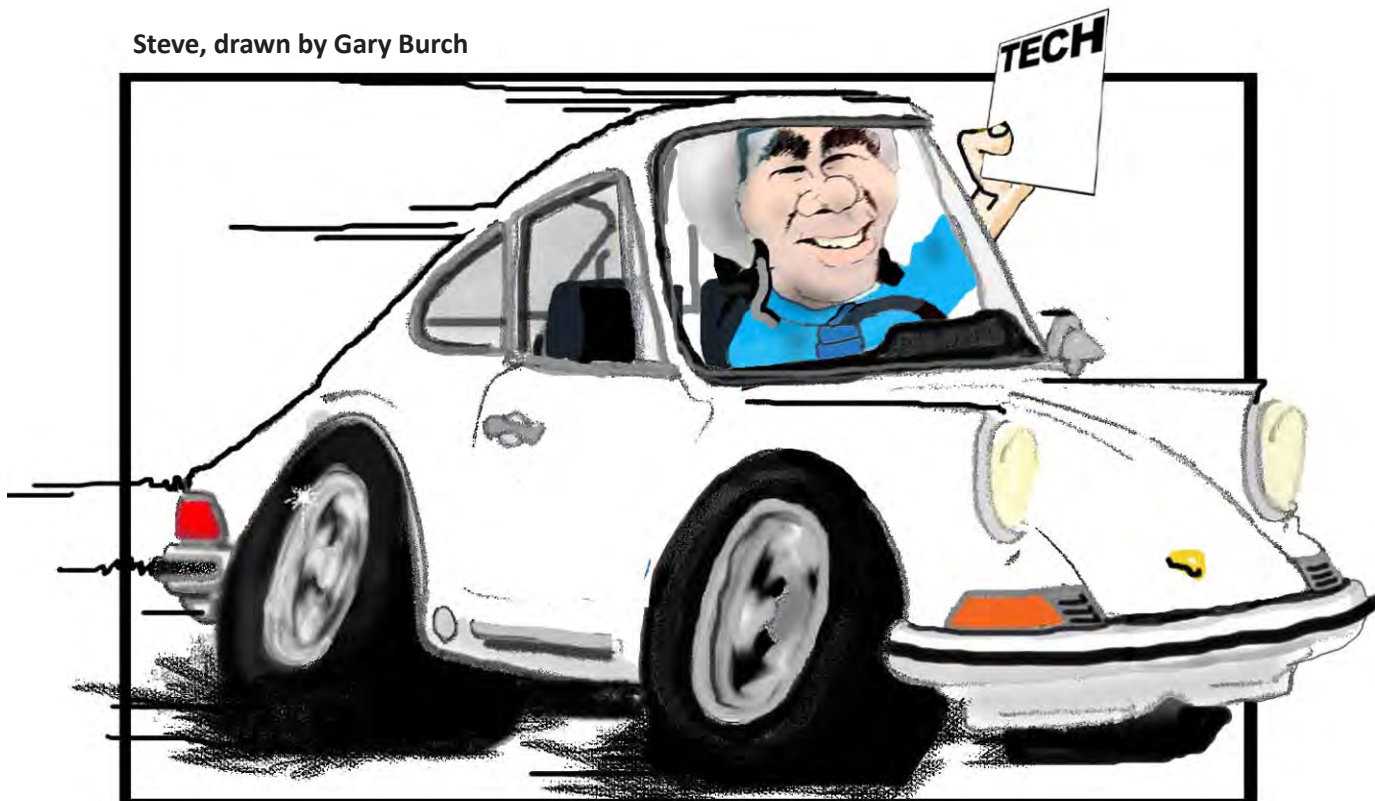
Take this sheet to the event for onsite tech inspection (AX, DE/TT), or to a pre-tech station for DE/TT.

Print both sides of the sheet if this is your first event, and only page 1 if you have run with us before and you are sure your classification is correct.

FAQ: If you have an early Apple product and the drop down menu doesn't work, try a device with a later iOS or a non-Apple product.

If you have read this document thoroughly and still can't complete the registration/classification process, contact the Tech Advisor for assistance at techadvisor@pcasdr.net. 

Steve, drawn by Gary Burch



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April - May 2018

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 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: Vintana 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: 8 AM-10 AM

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>

May 2 - Wednesday

Board & Member Meeting

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

Place: Rancho Santa Fe at Bill & Vida's house

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

May 5 - Saturday

Tech Session

Time: 10 AM-1 PM

Place: Charlie's Foreign Car Service
751 2nd Street
Encinitas

Details: Owner Niko Sougias will discuss and dissect different Porsche models and their features. Both air-cooled and water-cooled cars will be examined and he will select members cars to be put on a lift and reviewed in detail!

This is a great opportunity to discuss your car with a recognized expert in Porsche repair. Be sure to bring your questions as well as your car

May 12 - Saturday

Peterson Museum Day Trip

Time: 7:00 AM-8:00 PM

Details: \$149

More information to follow. Tour will stop at San Clemente C&C. Admission, Vault Tour and lunch included.

May 23 - Wednesday

Tech Session at Mekellos Classics

Time: 6 PM to 8 PM

Place: Makellos Classics
225 Market Place
Escondido

Details: To be announced

May 26 - 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/>

May 27 - Sunday

Cars & SDR (Carmel Mt.)

Time: 8 AM-10 AM

May 29 - Tuesday

PCA-SDR Last Tuesday Social - TBD

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

April Auto Museum Report

SDAM continues with “Glorious Rat Rods-Diamonds in the Rust”

Text and Photos by Michael Harris

March has been a sad month for the staff, board members, volunteers, and family of Paula Brandes, the museum’s Executive Director who passed away after an extended illness. For those who knew her, including her friends in the Porsche Club, she was one of a kind. A Minnesota native, Paula was a musical performer, song writer, poet, playwright, museum artistic director and museum executive director. She helped create a number of interesting automotive displays, but her favorites featured different forms of artistic vehicles, from Steam Punk, in partnership with Comic Con, Lowriders with fantastic paintwork, to Rat Rods. Unlike many museums that rely on static displays, Paula directed the creation of feature displays that changed every three to four months. She was charming, smart, persuasive, quirky, motivational, and more. The Museum Board of Directors is undertaking a search for a new executive director.

Several new items have also been added to the regular collection display. From Hollywood is Peter Fonda’s chopper from the 1969 movie “Easy Rider.” Also new is a mid-60s Chevy Lowrider with a very complicated paint scheme reminiscent of Moorish art that one might see in the Alhambra in southern Spain.

The current Rat Rod display differs from the show that the Automotive Museum featured several years ago. Vehicles on display in the previous exhibit stressed using recycled parts, including items that people had discarded, with an emphasis on artistic welding and clever uses of recycled parts. One example came from a welder who had an art studio in an industrial complex. He kept a lookout for parts he could reuse for his old auto projects. A neighbor had discarded an old sofa in a dumpster. The welder took the sofa apart and reinstalled it into his 1932 Ford Rat Rod with an Indian blanket seat cover. It looked great and fit the body. Engines for earlier Rat Rods were often motors salvaged from wrecking yards. The current show displays rods with recycled auto parts as well but most of the cars are much more sophisticated mechanically. Examples range from a late model Ford big block V-8 with dual four-barrel carbs to a late model straight-six BMW 328i with fuel injection and computerized engine management system. Also most of the current vehicles have totally reworked body frames

with current suspension systems and late model auto brakes. What old and new Rat Rods retain in common is an appearance of old classic hot rod type vehicles, as if the cars had been homemade by returning servicemen following WW II. Early hot rods of the late 1940s had handbuilt motors, usually based on the Ford flathead V-8, although the very thrifty might use an in-line straight six or eight and some even hot-rodded four cylinder engines. Most of the intake and exhaust manifolds were home-fabricated with carburetors taken from more recent cars. This was an era prior to commercially manufactured speed equipment being available. Early hot rods were lightened by removing parts of the fenders, sometimes part of the upholstery and bumpers. in order to increase acceleration and speed. The brakes and steering were often ignored, sometimes with very bad results. But the rods were fast, looked hot, and were exciting to drive. Current Rat Rods are modern mechanically and so much safer than original hot rods. Some are even equipped with air bags.

In addition to the thirteen Rat Rods on display are a number of handmade metal pieces such as toy cars and wagons, musical instruments made from old car parts with guitar frets and strings and metal sculptures. For anyone who has any interest in building their own hot rod or metal sculpture, or band instruments, this is a “must see” exhibit.

The museum still has a substantial car and motorcycle display from their own collection, including Lamborghini and Bizzarrini sports cars, English sports cars including a Jaguar XK 120 roadster and a Morgan V-twin three wheeler Super Sports, and a London Austin taxi previously owned and driven by Frank Sinatra from his Las Vegas days. Guaranteed that there is something here for all automotive tastes!





Close up of 471 Chevy V8 in a Model A Rat Rod



Peter Fonda next to his 1969 "Easy Rider" chopper



Musical instruments made from old car parts. A 1918 Buick gas tank made into a guitar. Above is a car hub cap banjo



Wrestling Mask grill cover on early '30s Rat Rod

PCA-SDR Off Road Tour

by Bev Gould

Twenty-three cars assembled to head out on a beautiful Saturday morning to embark on a journey. Of the 23, most were Cayennes and Macans. Garrett Guess was our event master. Vince Knauf and John Rickard pre-ran the route and were helping keep us newbies in check.

We all met at Dudley's and grabbed some coffee, bread and snacks. Each car was assigned a radio to communicate with our tour leaders and each other. Garret gave us a run down what to expect, and John did a radio check to make sure our team was able to check in.

Once we headed out we went through Julian and out to the trail. Everyone had the chance to engage off-road mode on their Porsche's and off we went. We traversed through some great areas in Anza Borrego park. The beginning was easy, traveling on flat dirt roads.

Having the club radios was very helpful in navigating on one-lane roads, especially when we encountered traffic coming in the other direction. It also gave everyone the opportunity to talk to one another, which added to the camaraderie.

We stopped at an area where everyone was given the opportunity to take short hikes and look at the scenery and fauna. It is a popular spot because a lot of other groups stopped at the same place. It was a great area and everyone had a good time looking around. John Rickard left the pack to scout out a suitable lunch spot. We had a lot of cars and needed an area where we all could park. Since John had to take off, Jerry was given the back of the pack assignment.

As we were leaving our rest stop, the Cayennes all got back on the trail with ease, however some of the non-Porsches not so much. Mike Miller's newly acquired Jeep was having an issue and his tires were doing a bit of gardening. Jerry Bumpus' white Cayenne was right behind him and his white car was getting a bit brown from all the sand. Luckily, Jerry was able to back up quickly to avoid additional sand getting kicked up on his car. Mike was able to get the jeep out and was a good sport getting ribbed the rest of the day. It appears his rear differential wasn't working.

Our next leg was a bit more challenging and a blast! We began climbing up a grade and had to switch into a lower off-road level on the Cayenne to get up the hill and uneven trails. It was slow going and people were using their radios to let the car in front of them know how they were doing on the trickier sections.

After climbing to the highest point, John radioed the directions to get to our lunch spot. We went through Pinyon Mountain Valley and traversed up to get to our lunch spot. There was room for everyone to park, set up chairs and have lunches.

The weather was perfect! Sunny and not too windy, warm or cold. Everyone had a great time, and Garret, Vince, and John did a great job! We are looking forward to the next one! 🦅



Drivers' meeting



Just a tad dusty



Lots of photos were taken on the tour

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Driver's Dinner

by Angela Avitt and Carmen Brown

Here are a few more pictures from the Drivers Award Dinner on January 21st. We want to express our sincere thanks to Lori Chesley and Carmen Richardson for the fantastic job they did selling tickets for the Opportunity Raffle. Also, many thanks to Keith Verlaque for parking cars in front of the museum. Great Job! 🦅



AX Chairman Award-Andrew Simmons



AX Most Improved- Bryan Van Noy



AX Chairman Award- Anatasia Berta



TT Instructor of the Year- Dan Chambers



Lori Chesley selling raffle tickets.



AX Most Improved-Vinh Ly



Thank you Keith Verlaque for parking cars

The View from the Back - March

by Steve Eisler

The view from the back seems to be getting a little clearer! After Mark Currans excellent coaching at the February Time Trial, I was fortunate to have Kathy Smalley Thorp offer to help me at the March Auto-cross (AX). Kathy is the Zone 8 AX representative and competes in AX events throughout the PCA Zone 8 region. She and her husband Bill were very accommodating in changing their schedules to fit in with my starting duties.

Course designer, Andrew Simmons, set a counter-clockwise course that followed the general path of the best surface available in the SDCCU parking lot, but made it different with the unique way that the cones were set. New and experienced AXers alike had a challenge learning this interesting and fast course. To aid learning the course, AX chair Jerry Bumpus decided to give everyone two low-speed "parade" laps and then 6 timed laps during their first run session. This worked very well, and most people were finding their way around the course even though the cones were taking a beating.

Kathy and I worked on learning the course and gradually going faster in the first practice session. The timing was not working during most of this session, but I felt I was going faster with her help. During the second session I rode with her and Bill and got a good feeling of how another Boxster can get around the course. My second practice times started at a 1:22.75 and improved steadily to a 1:19.74. As usual, I was not able to improve during the timed runs and finished with a 1:21.25. This placed me 45th of 60 Porsche drivers and 10.05 seconds behind the TTOD (1:11.20) set by Alain Stad in his GT3RS. Kathy finished 3rd (behind 2 GT3s) in their 2000 Boxster with a 1:12.09, and Bill (who built and maintains the Boxster) was 7th overall.

I was not the only one to benefit from the help of our excellent SDR volunteer instructors. Sagar Dhanwan, with the help of Carl Lewis, was 6th overall in a Street Stock 2013 Carrera, and Murat Ebesek was 2nd in the very competitive CC08 class, thanks to the help of his instructor Charlie Kleinhans. Also in CC08, John Rice recorded a 1:18.98 with instruction by Anastasia Berta. Zoran Borovcanin, coached by Terry Barnum, won class SS03 with a time of 1:20.87. Course designer Andrew Simmons helped Ken Steele record a 1:17.76, and the team of instructor Shawn Flanagan and student Richard DeBell placed 2nd in SS02 with a time of 1:19.94. Join us at the next AX and meet one of our amazing instructors and really learn how to drive your Porsche!

On March 22 Kathy (Eisler) and I towed Stan to Indio for a Time Trial weekend at Chuckwalla Valley Raceway located in Desert Center—50 miles east of Indio. Chuckwalla offered an open track day for testing and instruction on Friday. I registered because I had not driven Chuckwalla in the counter-clockwise direction in over a year. There were 15 cars at the track on Friday morning, and we had an open track from 9:00 AM to 4:00 PM. You could drive at any time, do as many laps as you wanted and rest whenever you needed to. There was no timing, so you could just concentrate on learning the course and improving your line. I was lucky to meet Dave, who had helped design the course and had driven hundreds of laps there. I rode with him in his Lotus, and then he rode with me and really reinforced some of the things that I had been working on. I finished the day with 100 miles of track time!

On Saturday the PCASDR Time Trial had 6 practice sessions. I was not pleased with my times on the first three sessions, but on the fourth I finally got under 2:20. In comparison, there were 10 drivers who had Saturday practice times faster than 2:00, let by Rick Levenson with a 1:54.14. Before the 5th session, Kathy came down pit lane looking for me. "Jim Duncan wants to know if you want to ride with him in the next session," she said.

As I have reported before, Jim is one of the best instructors in the Region. At the previous TT at Willow Springs, he was not driving but came to the event to help others. Of the 24 Saturday practice sessions at that event, he was riding and instructing in 23 of them! Jim had offered me a ride about 3 years ago, but I declined because of motion sickness. This time I grabbed my helmet and headed to his trailer! I managed to get through the roll cage and into the racing seat, but then committed the cardinal sin of slamming the super light door like it was a heavy stock Porsche door. It is not a mistake I will make again and a warning to any of you that get a ride in a real race car.

Except for the acceleration as we left the pits, the ride was amazingly smooth. Jim was getting the last few laps out of a worn set of tires so he was driving "easily." I watched his turn-in points very carefully, since that is one of my biggest problems. I also watched his shifting, hand movements and left foot braking for one complete lap. The ride was over way too soon because the tires were really losing grip. Jim did a "best" time of 2:06.05 on those worn tires. In the timed runs on Sunday he did a 2:02.39! We did a short debrief

after the ride, and then my group was called to the pre-grid. I thanked Jim again for the great experience and headed for the track.

The first lap is always a warmup lap since you enter the track after the finish line, so no lap time can be recorded. On the next two laps I felt that I was doing better on my turn-in points, and on the 4th lap I entered the Bowl a little faster than on the last lap. The Bowl is a 180 degree turn with 10 degrees of banking. You enter at full speed (for the good drivers, less for the rest of us), maintain your speed, and then accelerate through the exit of the turn. I was about half way through the turn when the back end started to slide out. I tried to correct but it went into a spin. The rule you learn at all PCA driving events is, "In a spin, both feet in and stop the car." I stepped on both the clutch and the brake and went along for the ride. The car spun counter-clockwise, came back clockwise and went off of the outside (high end) of the Bowl going in reverse. As the sand and dirt was filling the cockpit, I noticed that the brake pedal was depressed to the floor. I pumped it a few times, got a little pressure and a little braking, and then it went to the floor again! When the dust settled, I looked at the corner station and did not see a flag, so I checked the track and re-entered. I could pump the brakes and get some braking action, and I still had the emergency brake, so I drove carefully around the track, trying to stay off of the line in case I was losing brake fluid.


Track officials in the pre-grid area checked the car and reported that I was losing brake fluid from the left rear. Chief Tech Inspector Steve Grosekemper pulled the wheel and found that there was a hole in the stainless-steel brake line. I might be done for the weekend!

We called four parts stores in the area and none had a brake line for a Boxster, so we loaded Stan onto the trailer, wedged the handle for the jack between the brake pedal and seat adjustment bar to keep the brake pedal fully depressed, which stops the leaking of the fluid from the broken line. In the 14 DE/TT events that I have attended, I have always seen someone leaving early due to a mechanical problem. I guess it was my turn!

My last lap time before the spin was a 2:16.54, my best by 3 seconds.

Final note – On Friday, Kathy was watching from the stands along with two gentlemen driving Audi R8's. As I went by one commented, "I was following that gray Boxster. He has a really good line."

"I followed him too. That guy is a good driver," replied the other.

Kathy turned and said, "That's my husband!" I guess I have applied a little bit of what my excellent instructors have been teaching. 



Boxster Pool Service

by Steve Grosekemper

When you work in a Porsche automotive repair facility and it starts raining, it's only a matter of time before the tow trucks start rolling in. Usually the problems range from dead batteries to wet ignition system failures. One particular morning, we were graced with what could only be described as a much younger German version of Stephen King's Christine. It was a 1997 Boxster, which had an extreme case of demonic possession.

The car would not start, the top and door locks would not operate, and the lights were flashing like a bad '80s big hair heavy metal band video. Being suspicious of water damage on this very wet day, we started poking around and found a non-factory-installed option for this Boxster—an indoor swimming pool.

Under the driver's seat was about 2 inches of standing water. Normally this would be a small task for a good wet/dry vacuum. However, on this model vehicle, a very important control unit was taking a bath in the depths of this new pool.

This little black box controls everything that is even remotely related to the alarm. This includes the top, the door locks, the windows, the lights, and of course the starting of the vehicle.



After removal and disassembly of the control unit, it was apparent that this was not a single-incident damage issue. The printed circuit board showed extensive deterioration from water exposure that had occurred over a long period of time.

Each time the car was washed, a small amount of water

would make its way to the pool area and take a small bite out of this control unit. When the car was left outside in this last torrential downpour, the control unit was drowned for the final time with no recovery.

A car should be able to withstand a little rain, shouldn't it? Yes it should, and it would if all was well. But this Boxster had one tiny little problem, a tiny leafy problem. The cause was in the water drains for the convertible top. As water runs down the back of the top fabric, it drains into the top storage area. On the bottom of this area there are two drain holes, one on each side.

When leaves and other organic debris fall on the top and then into this top storage area, it causes a drain blockage. On this Boxster, with the left drain tube blocked, the water level increased until it had no place to go except behind the seat.

This is why you should check the carpet behind your seat after washing your car or leaving it in the rain. If it is wet, be sure to check the drain holes and their operation.

Checking the drain tubes is easy; just activate the top until the metal cover is fully open, with the top in the up position. Look in the top storage area to see if both drain holes are clear.



Testing the drains is as easy as pouring some water over the drain holes. It should quickly drain onto the ground in front of the rear tires. If this is not the case, blow some compressed air through the drains. Anything caught in the drain should shoot out the bottom of the car.

A little prevention could save a lot of headache in this case.

Good Luck! 🦅

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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Chuckwalla Team Building

Text and Photos by Greg Phillips

Okay, you know my article is late when the winners are already announced in Pano! But here are the details. We had beautiful weather to start the time trial season at Chuckwalla Valley Raceway. We had a special guest for Team 911SG, as Bill Ibbetson had escaped the rain and cold of Portland for a few days of sunshine and Porsche fun. To help accommodate, I was trailering the 944Spec and Steve and Bill were trailering the 911SC to start the season.

The convoy left Black Forest and then joined with Mark Rondeau as we headed on to lunch in Indio for Mexican food and fresh tortillas. After gassing up we headed on to the Desert Center exit and the track. This weekend there were no other groups using the track, so we could get set up and at least start tech in daylight before the early sunset forced putting on the headlamps to finish up tech. Cathy Young soon joined us with her tire trailer.

After tech was done it was back to the cabins. I was sharing with Mark Rondeau as the best snorers were apparently kept together. Dinner was at the Grosekemper cabin before we all headed back to our cabins to get ready for Saturday.

Since there were still plenty of cars to get teched, it was another early start with breakfast and back to the tech line. After tech it was time for the instructors meeting and then the drivers meeting, with Robert Baizer handling the safety talk, and then we were introduced to our students and I met John Krylow, who was driving his new 2017 Carrera S.

Steve and Bill were up first in Red and it was a busy group with 28 cars on track. Eight cars took advantage of the cool air and were under 2:00, led by Peter Mow (X) at 1:57.08! Steve had the 911SC (CC09) at 2:05.81, and Bill was in the 944Spec at 2:17.78. I was up next in Orange and my best was 2:12.92, behind the 944Spec cars of Shawn Flanagan at 2:12.59 and Chuck Sharp at 2:11.48. The session was led by Andrew Raines (CC12) at 2:03.93 in his Cayman R.

After a short break it was time for the DE Green group as we headed out to follow the leader with Bill Behun setting the pace. John did well, his new turbo powered 911 was very quick and he had a good sense of the line and using the full track.

Steve and Bill were out next in Red. Steve improved to 2:03.67 and Bill turned a 2:14.02 as he became more used to the lack of power and ABS in the 944Spec. Jae Lee (CC16) turned a quick 1:57.91 to lead the group, and now 9 drivers were under 2:00. In Orange there were 29 drivers

and we were led by Alain Stad's CC16 GT3 RS at 2:03.40. I was sandwiched at 2:12.98 between Chuck's 2:12.04 and Shawn's 2:13.06 in the 944 brigade.

In the DE passing exercise, we had a good session working on proper passing technique and proper point-by, meaning arm out and a clear point for each car with the arm coming back into the car between each point-by. John's 911 continued to do well and had very good grip from his street tires.

The next Red session had Bill taking out the 911SC and he handled the change well, dropping to 2:08.00. Jae Lee was again quickest and the leader at 1:56.42, with Peter Mow and Rick Levenson's 996 Turbo (CC16) close behind. My next session was on a set of new Hoosier 200/580R15 slicks and my time improved to 2:10.40, just ahead of Chuck Sharp's 2:10.44 on the Toyo RR tires. Angela Avitt was the leader of the session at 2:04.06 in her CC15 GT3.

After lunch it was time for the Green group to have their first open lapping session. John did very well and had a fast and clean session as he enjoyed having a clear track to play in. He did well with traffic and made clean passes at the appropriate time, showing good judgment and courtesy.

Steve took out the 944 in Orange with the new tires and turned a quick time of 2:08.85. The Hoosiers were a little shorter and narrower than the spec RR Toyos, but had very good grip. Rich Gildersleeve's GT3RS (CC16) led the session at 2:02.69, just ahead of Alain Stad at 2:03.23.

John was up next in Green and continued to do well in his new 911. With the turbo power and minimal lag, it went quickly down the straights, and his cornering speeds were slowly improving as he learned the line and the limits of his street tires.

The next Red session was very fast, as Jae Lee just nipped Rick Levenson 1:55.91 to 1:55.98! Mark Rondeau had improved to 2:02.15 in his CC10 911SC, and Steve was the slowest of the fast group at 2:09.24. My Orange session went smoothly with a best lap of 2:11.75, just in front of Cathy Young's CC09 Boxster at 2:12.38, and Alain Stad moved up to the top spot at 2:01.72.

The sun was getting low as the last sessions started, but Green went well as John had another good session, although he did have a couple of close calls when he was pushing a little harder. But he handled it well and the car stayed clean. Only 13 drivers went out for the final session, and Martin Mania's CC13 GT4 led the pack at 1:59.15



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Andrew Raines



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and Jad Duncan was next at 1:59.35 in the CC13 996. Bill Ibbetson took advantage of the clear track and turned a 2:06.99 in Rondeau's 911SC, and Steve turned a 2:03.71. I skipped the last Orange session, but Bryan Van Noy took advantage of the lighter turnout and turned a 1:59.30 in his CC14 GT4.

At the end of the day we had a couple of treats. First, we were treated to a very good lecture by Jad Duncan. He discussed his philosophy and line around CVR. He reviewed where he felt you needed to use all the gators and where you needed to stay off. One of his pearls of wisdom was that if you are getting up onto the gator, you will hear the difference and squeal as you climb over it. He reminded us that it is small gains at each corner that make up for sustained improvement.

Next was a happy hour hosted by Dwain Dement and Vision Motorsports. It gave the group a site to meet, have a snack and some drinks while we discussed our day, rehearsed our excuses, and shared stories.

After we rounded up everyone from the happy hour, it was back to the cabins where Cathy had been using her slow cooker. There we shared another dinner and drinks and further track discussion before heading back to our cabins to rest up after a long track day.

The next morning, I was rested but my back was quite unhappy and wanted to let me know about it, so I started with some ibuprofen along with breakfast. It was another sunny, clear day in the desert that started cool but warmed up quickly. We were down a car as my 911SC stopped running with what turned out to be a defective fuel pump, which had only recently been replaced. But with everyone sharing, we kept Bill busy for the day.

As I went out with my student in Green, I got a good idea why my back was sore. As he drove quickly around the track, I was bracing in his 3-point seat belts with my left leg pushing me back into the seat, and bracing with my left arm on the console while using my right arm on the armrest to try and keep from bouncing around. I tried using my right leg for bracing and that helped some as the day went on. John continued to drive well and spent most of the sessions chasing other cars before being pointed by.

The first Red session was very quick in the cooler air, and Peter Mow's GT4 CS (X) led again at 1:55.68, just ahead of Jad's 1:56.51. Mark Rondeau was at 2:03.36 and just behind Peter Busalacchi's CC12 GT3, who turned a 2:03.33 in his return to the track. Steve was in the 944 and turned a 2:08.80 on the slicks.

In Orange, Bill took out Mark's SC and turned a 2:06.99 in the rear-engine car as opposed to his usual 968, and I was down at 2:13.19. My back was a little stiff sliding through the roll cage and into the seat, but once belted in I felt

fine. Rich Gildersleeve at 1:59.70 and Bret Strong (CC14) 1:59.74 were neck and neck at the front of the pack.

After the Orange 8 session it was time to swap our tires back to the Toyo RR spec. We decided to skip the last session and we put on a new set. Over lunch it was time for the last drivers meeting, and Robert reviewed the timing procedures and reminded us of upcoming events.

After lunch I used my last session to run practice timing laps, running an out lap and then two flying laps before coming in with a best of 2:12.71, as I tried not to abuse the new tires before timed runs. Steve had done a similar stint and only had a single timed lap in his Red group at 2:10.51. Rick Levenson at 1:54.01 and Jad at 1:56.60 had their new tires ready for timing also, and were giving a preview of timed laps to lead the last Red session.

Timing was next, and the fastest group was up first. Both Rick and Jad improved their best laps, but it was Rick on top with a 1:53.27 to Jad's 1:55.36 for second place and the top BRI as consolation. Robert Forrester was next in his CC14 2012 911GTS at 1:57.51, followed by Justin Salzman's CC13 GT3 at 1:58.26, James Buck's 1988 CC15 911 at 1:58.78, Chris MacDuff's CC13 Boxster S at 1:59.23, Bruce Wing's CC14 1984 911 at 1:59.27, Mike Avitt's CC15 GT3 at 1:59.89, Mark Rondeau's CC10 911SC at 1:59.90, and rounding out the top ten was Alain Stad's CC16 GT3RS at 2:00.37.

Steve ran first in the 944 and turned a 2:07.97, and my best lap was 2:10.68 for second, ahead of Dave Diamond's 2:11.69 in the 944Spec class. In CC02 it was Scott Leslie's 944 ahead of Matt Parson's 911T. In CC07, Dave Hockett turned a very quick 2:06.94 in his Cayman to beat Mark Huxhold's Cayman S.

In CC08 Anastasia Berta's 981 Boxster S turned a 2:14.28 to beat Steve Eisler's 986 S. In CC09 it was girl power as Aspasia Zouras turned a 2:10.86 in her Cayman S to beat Cathy Young's 986 S. CC10 went to Mark Rondeau ahead of Murray Wunderly.

CC11 was well represented with KJake Dekovic's Cayman GTS turning a 2:02.50 to beat Vinh Ly's 997 Carrera S, Ricardo Olimon's Cayman S and Michael Cristin's Cayman R. In CC12 Andrew Raines turned a 2:02.92 in his Cayman R to beat Don Middleton's 1985 911 and Greg Lush's 1993 911RS. In the X class it was a Lotus shootout as Russell Shon's Exige beat Robert Baizer's Exige Cup 2:01.73 to 2:01.75!

At the end of the day, we loaded the 944 on the trailer for me to tow as Steve had already loaded the 911, and we headed for home. We left in daylight but it was soon dark as we finished our trip at Black Forest to unload and start planning for our next event at the Streets of Willow.



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Registration: <http://cai-pca.motorsportsreg.com>

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Fifteen Years

Robert Mcleod

From Putz to Porsche Pilot in Two and a Half Days

By Keith Verlaque

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

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

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

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

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

Maintaining a high visual horizon gives you good data early. The earlier you see an issue, the more time you have to implement a countermeasure. Instructor tip: look much further ahead than you are used to. The sooner you are aware of an obstacle the more time you have to implement countermeasures to address it.

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

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

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

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

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

Know your limits and stay within them—avoid overdriving.

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

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

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

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

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

Bear in mind that not all drivers may be as competent as you. Also realize that there are many who may be far more competent and experienced than you. Be respectful if others make mistakes, as sooner or later there is a possibility that you might make one.

Do not try to “get away with” things as you drive—you don’t need to be sneaky or “cheat” to achieve your goals on the street (for example, driving on the shoulder or

cutting in front of others).

Respect other driver's/rider's space—give them room rather than blocking them.

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

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

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

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

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

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

You have selected a high performance car with remarkable capability for the task of driving. You probably paid extra for as many performance options as you felt you can afford, but ask yourself, how much time, money and effort did you invest in improving the driver?

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


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

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

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

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

So, far be it for me to accuse anyone of being a Putz, but... if you're seriously interested in embarking on the journey towards driving like a Porsche Pilot, San Diego Region of PCA has a Performance Driving School coming up on April 27th, 28th and 29th. There, you can jump start your improvement program via a concentrated series of instruction and exercises lasting two and a half days.

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