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

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## On the Cover



#512 Thomas Lee in 2018 GT3 leads #588 John Saroyan's 2016 GT4 at the CFOS.  
Photo by Greg Phillips

# WINDBLOWN WITNESS

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### Safety

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### Tech Advisor

Steve Grosekemper

### Timing

Robert Baizer

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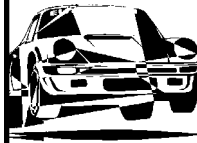
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# From the Co-driver's Seat

Tom Gould  
SDR President

Summer is here. Our year is half way over and it is already time to start planning for next year. By the time you read this we will have begun our search for the next group of volunteers to run our club. Maybe you know someone who should be one of those, or maybe we are looking for you!

We hold our annual election of Board of Directors in the month of September, so we start our search now. Our nominating committee, chaired by Sara Gengler, will be seeking out volunteers to serve a two-year term on the club's Board of Directors. Sara, along with Mike and Carmen Brown, and Victoria and Javier Varon, are looking for your input for those you feel would help manage our dynamic PCA region. If you have a person to suggest, or maybe you would like to run yourself, please talk to any of the nominating committee members, or directly contact Sara at [volunteer@pcasdr.org](mailto:volunteer@pcasdr.org) before July 31.

Every year we rotate thru 3 or 4 of the 7-member board members, so we always have both fresh and experienced members. Being on the board is a two-year commitment, which includes attending the monthly board meeting the first Wednesday evening of every month, at various locales throughout San Diego County. Board members are responsible for managing the club, the committees, finances, and making sure we run according to Porsche

Club of America's national guidelines, as well as our own bylaws and standing rules (both of which you can find on our website at [pcasdr.org](http://pcasdr.org)).

Our board consists of a President, Vice-President, Treasurer, Secretary, and 3 Directors. The past president serves as an advisor to the current Board. We are looking for people who can dedicate time and work to keep this club running smoothly.

Don't have the time for the Board? Volunteer to help on a committee. We always welcome enthusiastic members to get involved and share their talents and ideas.

Still curious or have questions? Drop by our friendly monthly board meetings on the first Wednesday of the month to see how the club is run. (This month the July meeting is on July 11 because of the 4th holiday). Or visit us at the last Sunday Coffee with SDR or Last Tuesday Night Social. There are usually a couple board members present at these events and we would love to visit with you.

Hope to see you soon.

Tom Gould  
2018 President - PCA-SDR 





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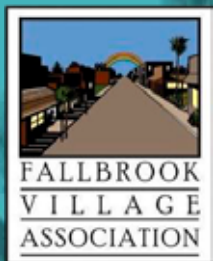
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# Makellos Classics Tech Session

*Story and photos by Ulrick Matsunaga*

Over 40 PCA-SDR members attended the Makellos Classics tech session in Escondido on May 23rd. It was a night full of air-cooled Porsches of various types, and plentiful refreshments and snacks.

Matt Kenyon and Tom Muehl started the evening in the showroom by showcasing the remodeling in-progress of the shop. The showroom is being moved and expanded to the street facing side of the shop. The rear will be fully dedicated to the magic that the Makellos team make happen on a daily basis, whether it is for routine maintenance or one of their hot rod projects. (Their custom RS hot rod was quite a sight; if you swing by the shop check this out.)

The session proceeded to the rear of the shop, where multiple special builds and cars in progress were admired by all club members in attendance. The Chartreuse car was present as well as a 924 Turbo.

The evening wrapped up with a session on the latest 911 GT3 and all of the technical wizardry packed into this neat street/track specimen.

If one thing was crystal clear after this event, the team at Makellos is dedicated to their craft and to the Porsche marque. Big thanks to the Makellos crew for hosting the club this year. 🦅






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# June Board Meeting

## PCA-SDR Board of Directors Meeting 6/6/2018

**Javier and Victoria Varon Home, 5859 Ranch View Rd., Oceanside, CA 92057**

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

Call to Order: 7:08PM

President (Tom Gould): Tom's regular acknowledgment of any new members at the meeting introduced us to new (to San Diego) member Ilko Nechev, who is the Advertising Director for Panorama. Remember that July meeting will be one week later than normal due to July 4th. Nominating Committee is being formed for 2019 Board nominees.

Secretary (Keith Rampmeier): Approval of May meeting minutes. M/S/P. E-votes between meetings: Approved cancellation of 6/9/18 AX due to low number of preregistrations. Approved dates for Tech Session at 5 Point Auto Detail on 7/29 and 8/16 Padres Game event.

Treasurer (Tom Brown): May financial report delivered. M/S/P. Oct Wine Tour update: The Fall Wine Tour is sold out!

CDIsQ (Keith Verlaque): Reconciliation of Spring PDS. Potential dates for Fall PDS have conflicts so approval of a date will be tabled for further discussion/research.

AX (Jerry Bumpus and Eric Marc-Aurele, Scott Leslie): May AX reconciliation submitted. The event had 86 drivers. June 9 AX was cancelled due to low number of preregistrations. The next AX is June 30. Discussion of AX attendance, increased advertising and getting more new drivers involved. Request by Jerry for funding to buy cones and do trailer fixes. M/S/P.

Approved AX dates for the rest of the year: Aug 19 Sunday West Lot, Sept 16 Sunday West Lot, Oct 21 Sunday West Lot. August 19 will be a Zone-8 event. M/S/P.

Other dates remain Tentative: Nov 17 or 18 West Lot, Dec 2 Sunday West Lot, Jan 19 2019 Saturday West Lot

The Alliance of American Football (AAF) announced a San Diego team playing at SDCCU in the inaugural season.

The season runs from Feb. 2019 to April 2019 (<https://aaf.com>). So it appears we may have the stadium parking lot for just a little longer.

AX relocation committee (Jim Binford and Julieann Billings-Riordan): SCCA will be running a trial AX at CSU-SM and PCA-SDR members will be invited. For reference, our beloved Stadium West Lot is 24 acres, Southeast lot is 15.5, Lake Elsinore is 9 acres and CSU-SM is 7 acres.

Tech Sessions (Jim Mullady): Recap of recent events: Charlie's Foreign May 5, which had about 40 people, and Makellos May 23. Upcoming event on July 29 at 5-Point Auto Detail. Request for dates: Hoehn Tech Session 9/15 (M/S/P) and Evolve Custom Restorations Tech Session July 7 or 14 (M/S/P).

Social (Victoria Varon): Recap of Petersen Museum trip May 12 and June 2 Progressive Dinner (66 people). Upcoming: June 9-10 Mystery weekend is sold out, Padres event August 16 at the Pacifico Porch with catered food & beverages (water, soda, beer) for \$73/person and it is Trevor Hoffman jersey giveaway night.

Membership (Gisele Gonzales): Primary/Affiliate/Total: 1705/991/2696, YoY: 25/0/25. New member party planning is underway. Requested the afternoon of October 20th for the New Member party. M/S/P.

Sponsor Liaison (Karen Garcia Raines): Saturday 6/9 is Porsche Supercar Together Day at both dealerships celebrating 70 years of Porsche – please drop by one of our two dealerships and check out the festivities. Working on a Cayenne/Macan tech session at PofSD. La Jolla Concours Motorcar Classic wants SDR to increase participation for next year's event on April 14, 2019. A reminder to sign up for the Balboa Park Carousel private tour on August 5.

Offroad Tour (Garrett Guess): Cancelled August date for Off-Road Tour that will be rescheduled in a cooler month.

Auto Museum (Michael Harris): The new museum exhibit features "Steampunk" opening on Friday, June 8. Steampunk is science fiction and fantasy where early industrial technology is steam-powered and based on the Victorian and Edwardian eras of the late 1800s and early 1900s. Think Jules Verne and H. G. Wells. The exhibit is more "Retro", incorporating more modern elements, including many objects with historical roots in Steampunk but with something more. See the (old) future as imagined by

artists, builders, with some elements of rat rods thrown in to bring a smile to your face. See some famed Steam-punk-inspired films as well as a Time Machine. Something for children of all ages, even the adults too.

New to the regular exhibit are three very rare American Muscle Cars: a '72 Ford Mustang Cobra Jet convertible with 351cid Cleveland V-8 and 4-speed; a 1963 Olds F-85 Jetfire with the aluminum 215cid V-8 originally equipped with a turbocharger; and a 1977 Pontiac Firebird dealer promotional car.

WW: Deadline this month is June 17.

Other Committees: No report submitted for this month.

New business:

Request to help with Saturday 12/1/18 Military Tree Giveaway. Katie K will chair, no cost to club, members needed to volunteer to help load trees and bring out cars for a mini-car show. M/S/P.

Doug Dill requested PR (Social Media, Calendar, email) from PCA-SDR for German Car Night at Cruisin' Grand – Escondido 5–9PM on Friday August 3. Pre-1974 German Cars ONLY. The city of Escondido starts closing down South Broadway at 4:00pm. This is not an official PCA-SDR event.

Announcements: Thank you Victoria and Javier for hosting!

Next Board Meetings:

July 11 (2nd Wednesday) meeting: Tierney's home in Escondido.

August 1: Wendy Gillespie in Point Loma

September 5: John Noerenberg in Rancho Santa Fe

Adjournment: 9:07PM



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# May Cars and Coffee

*Story and photos by Jim Kreifeldt*

I met Eric Jones and saw his amazingly beautiful original 1974 914 2.0 for the first time at the May 27th Cars & Coffee at Jessie's Bake Shop. In addition to meeting Eric for the first time, it was in fact his first time attending Cars & Coffee. You can see in the pictures that his car received some very good attention. I hope others will also come out soon as there seems to always be something new.

Eric, I learned, has owned his 914 since the 1990's, and he bought this car from the original owner in Rancho Bernardo. His car is also a matching numbers car with only 75 thousand miles! He takes pride in the fact that although he has made a few tasteful changes, like the gorgeous Konig seats (of course he has the originals tucked away), the car is very original. He explained that any change he has made is totally reversible. Hard to believe that he also auto-crossed this car for a time until he decided to preserve it.

There are several notable things about Eric's car; one key item is the original paint. Yes, there is some "patina" but certainly, not by any stretch, bad. Funny, because one of the first things Eric talked about was the paint and having wanted to have it repainted! I

said no way there were only a few nicks! A friend of mine often says "you can't restore originality" and how true that is and IMHO there is nothing like original paint. The rear trunk edge, next to the trunk seal, caught my eye as just being so perfect and a testimony to the original paint, and when I closed the trunk lid, it was effortless. Closing the driver door, I noticed it had that nice distinctive Porsche sound when it closed, further attesting to the original mileage. The last thing I noted was the gaps on his car. Anybody who knows 914's, knows they were just not built to 911 standards, but the gaps on his car are super good.

Eric is a San Diego native and his first car was, what else, a 914. His parents had wanted to get him a VW and he managed to talk them into a 914 instead. Nice move! He has owned 914s ever since. Eric lives in Ramona, is married, and has three young children, one of which is 18 months old, so his family takes up the majority of his well-deserved time.

I asked him at one point what he liked most about the car. He thought only for a minute and replied "it's like an old friend." Truly nice car Eric, and thanks for bringing it out! 🐦







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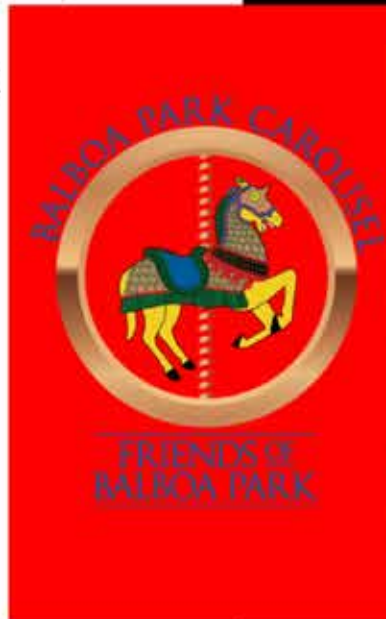


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# July - August 2018

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## July 11 - Wednesday Board & Member Meeting

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

**Place:** Tierney Home, 29574 Welk Highland Drive, Escondido, CA 92026

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

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## July 20 - Friday Sports Car Night and Dinner in Fallbrook

**Time:** 5:00 PM car show starts with dinner 6:30 PM

**Place:** Car Show Downtown Main Street Fallbrook / Dinner Mexican Mariscos el Pacifico

**Details:** Summer Nights display of Car Clubs sport cars and Classic cars is reconvening in Fallbrook with sport cars featured 20 July. Free Admission. Porsche cars displayed need to be staged on main Street by 4:30 PM since area will be roped off at 5PM when event starts. Late arrivals will need to park on side streets. Please enter Main Street from the SOUTH end since vendors will be staging far north end of Main Street. The car show entails display of our beautiful Porsches along with cars from other car clubs plus live music, wine and beer garden, food, and Fallbrook open business shops as well as vendor booths.

For those desiring to socialize over Mexican cuisine, the patio of Mariscos el Pacifico has been reserved beginning at 6:30 for PCA-SDR member dinner.

Please email Jim Binford if you plan to attend or have questions ([bjbrsa14@roadrunner.com](mailto:bjbrsa14@roadrunner.com))

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## July 21 - Saturday PCA-SDR Autocross, West Lot

**Place:** SDCCU (formerly Qualcomm) Stadium

## July 29 - Sunday Cars and SDR

**Time:** 8 -10 AM

**Place:** Jessie's Bake Shop in Carmel Mountain, 12075 Carmel Mountain Rd, San Diego, CA 92128

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

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## July 29 - Sunday Tech Session

**Time:** 10 AM – 12:30 PM.

**Place:** 5 Point Auto Spa, 5745 Kearny Villa Road, Suite #107, San Diego 92123

**Details:** 5 Point Auto Spa is San Diego's premier automotive paint correction and paint protection facility. 5 Point has been preserving the value of Porsches in San Diego since 2003. Born a detail company, 5 Point has evolved over the last 15 years into an auto spa (paint correction, clear bra, and custom vinyl wraps all in one place).

During this tech session they will showcase both in progress and completed cars. They will also host paint correction demos so that we can see how 5 Point transforms our Porsches with their technique and special products.

Food and drink will be served during the Tech Session. Additionally, 5 Point has prepared goodies and giveaways that you won't want to miss. Pre-register for the event here: <http://msreg.com/7-18-5pt-tech>

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## July 31 - Tuesday PCA-SDR Last Tuesday Social

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

**Place:** Farmers Table, 8141 La Mesa Blvd, La Mesa, CA 91942



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## August 1 - Wednesday Board & Member Meeting

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

**Place:** Wendy Gillespie 's home, 720 Golden Park Ave., San Diego, CA 92106

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## August 5 - Sunday Around San Diego

**Time:** 7:30 – 9:30 AM.

**Place:** Balboa Park Carousel, 2920 Zoo Dr., San Diego, CA 92101

**Details:** Join us in the first of a series as we explore San Diego. The first destination is the historic Balboa Park Carousel at the corner of Park Blvd. and Zoo Place. Parking is available on either side of the carousel, so it will be a great time to socialize with your PCA friends at this family-friendly event.

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## August 16 - Thursday Encinitas Cruise Night – Porsche Invitational

**Time:** 7 – 10 PM.

**Place:** Charlies Foreign Car, 751 2nd St., Encinitas, CA 92024

**Details:** Join us for a fun afternoon/evening with fellow PCA SDR members for Encinitas Cruise Nite. You must register on motorsport reg, so we know who's coming. Registration will open in early August.

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## August 16 - Thursday PCA-SDR Baseball Day at Petco Park

**Time:** 7 – 10 PM.

**Place:** Petco Park

**Details:** The ticket price, (\$73.50), includes a buffet of California seasonal chopped salad, buffalo chicken wings, hot dogs, snacks and beverages, including Pacifico draft beer. And as a bonus, there will be a free Trevor Hoffman jersey that will be given away that night.

Register at : [msreg.com/padres2018](http://msreg.com/padres2018)

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## August 18 - Saturday Poker Run

**Time:** 8 AM – 1:30 PM

**Place:** Start at Avitt Residence, El Cajon, CA, coffee and bagels sponsored by Black Forest Automotive, INC.

**Details:** Our Tour leaders will take you through a 2 hour tour of some great EAST County Roads while you play some poker. A portion of the proceeds will go to charity.

**Cost:** First poker player in the car is \$25 and up to 3 more players (same car) can play for \$15 each.

The game will be a 5 card draw with the opportunity to discard and buy new cards.

Anyone under the age of 18 is not allowed to play poker, but can ride along with a signed Minor's Waiver.

Our final tour destination is Barona Casino where your hands will be determined and prizes will be awarded. If you get hungry, Barona has a couple eateries to grab a bite after the awards presentation

Registration opens July 1st <http://msreg.com/SDRPokerRun>

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## August 26 - Sunday Cars and SDR

**Time:** 8 – 10 AM

**Place:** Jessie's Bake Shop in Carmel Mountain, 12075 Carmel Mountain Rd, San Diego, CA 92128

# Porsche Club of America – San Diego Region Fall 2018 – Performance Driving School



Learn the limits of your Porsche in a safe environment with the continued guidance of experienced instructors. No prior performance driving experience is required.

**NOV 16, 17, 18**

*Presented by*

Porsche Club of America  
**San Diego Region**

*Sponsored by*

**Black Forest Automotive**



***“Sometimes, in order to find your limits, you have to exceed them”***

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

**BUT**

**THIS COULD BE THE LAST YEAR OF OUR PERFORMANCE DRIVING SCHOOL AS THE STADIUM CLOSES END 2018**

**Cost:**

**\$495**

Including  
Meals

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

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

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

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





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Monarch School in San Diego, is dedicated to serving homeless and at-risk children 5-18 years old. The school provides education, meals, medical, and dental services, and after-school enrichment programs.

**JUNE 15-AUGUST 3**

please bring NEW socks, NEW underwear and other stuff including body wash, shampoo, conditioner, lotion, and gently used shoes, to any SDR event.

Donations will be presented at the PCA-SDR sponsored Family Dinner on Friday, August, 3rd

**CONTACT:**

charity@pcasdr.org

or

Lori Chesley 714 366 5098 / Carmen Richardson 619 855 9201

# Performance Driving

*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 for Nov. 16th, 17th, and 18th for instructions on registration, or e-mail our Chief Driving Instructors at [cdiq@pcasdr.org](mailto:cdiq@pcasdr.org)

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

Porsche Zone 8 Fall Oktoberfest Autocross  
On the Runway at the historic Minter Field Army Airfield, Shafter, CA  
Sunday October 7, 2018

Presented by Porsche Club of America, Golden Empire Region



6:30 Gates open  
8:15 Tech Inspection closes  
8:25 Mandatory Drivers meeting  
8:45 Practice lap around the course behind a pace car  
9:00 Course is Hot- first driver out!

- Autocross on a one mile runway and this event is open to all vehicles types,
- Cost: \$50 Early Registration through 9/30. \$60 Registration Fee afterwards and sorry, no refunds within 48 hours of the event.
- Location: Minter Field Airport. Address is 201 Aviation Street, Shafter, CA 93263
- Online Registration link at [www.Motorsportreg.com](http://www.Motorsportreg.com), or click here: [Autocross Registration](#)
- Helmets required and must have a Snell rating of 2010 or newer. Recommend long sleeve cotton shirt, long cotton pants, thin rubber or leather soled shoes.
- Instructors will be available. Beginners and young drivers over 18 welcomed.
- Lunch will be available for purchase at the event with no set lunch times.
- Two run groups. Note: Run / Work schedule which means you are required to work when not running.
- Port-a-Potty will be on site.
- All auto-cross events are Rain or Shine events. No Trophies, just lots of driving and fun!

*No special car preparation is needed except to take out all loose items in the car and trunk. In fact, we recommend you bring the car you drive on a daily basis. Doing so will give you a greater appreciation for your car's capabilities and improve your driving skills in the process. Our events are very social and we welcome anyone and all makes of cars, not just Porsche.*

Autocross Event Chair: Tammy Harris

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# Streets and Chuckwalla Valley Raceway

*Text and photos by Greg Phillips*

I hate deadlines, but without deadlines, sometimes things don't get done. Which leads into why this article on the second and third events of the TT season is so late. As we left the opening event at Chuckwalla Valley raceway, I had strained my back, and by the time the next event at Streets of Willow arrived, I was still having discomfort. That led to the decision to bring only the 911SC to drive instead of the 944Spec car, as getting in and out of the SC's roll cage was easier than the Pumpkin. Steve had fixed the broken fuel pump that occurred at Chuckwalla, and we thought that the car would be fine. Spoiler alert, we were wrong.

The weather was very nice as we left Black Forest and headed north on the I-15 to meet up with Cathy Young's Boxster for the drive on to Lancaster. When we arrived at the track, OCR was just finishing up their track day, so we unloaded the trailers and set up a compound to get ready for Saturday, and then opened for tech inspections before heading back to Lancaster to the Hampton Inn. Dinner was at the Italian restaurant before turning in early.

Saturday was an early start with breakfast at the Hampton and then back to the track to finish the tech inspections and registration before the drivers meeting. It was a brisk, cold morning, as drivers were bundled up and wearing their watch caps in the meeting. After Jack Miller and Robert Baizer had finished and went through the student-instructor pairings, I found they were able to honor my request not to have a student and I would just be driving this weekend. At least that was my plan.

Red was out first and there were just a few drivers out on the cold track with summer tires or slicks, led by Jeremy Bernath's CC14 C4S at 1:25.37, while Steve was turning a 1:33.45 in the CC09 911SC. I was up next and was in the middle of a larger pack at 1:31.80, while Brian Van Noy's CC14 GT3 was setting the pace at 1:24.75 as the track was warming slightly.

By the next red session there were a few more takers as the sun had added several degrees, and Sohaib Kureshi's (X) GT3 Cup car was leading at 1:21.50, followed by Justin Salzman's CC13 GT3 at 1:22.15, and Steve picking up the pace to 1:25.91. Yes, it was hard to swing a dead cat without hitting a GTS, GT3 or GT4 this weekend. There were 15 in all, out of the 60 TT drivers.

I was up in Orange next and improved to 1:29.82, but was still just mid-pack and just behind Angela Avitt's CC15 GT3 at 1:29.32 and Aspasia Zouras' CC09 Boxster at 1:29.72. Alain Stad's RS-flavored GT3 was leading at 1:25.75, just ahead of Ricardo Olimon's 1:25.82 and Bryan Van Noy's 1:25.84.

Steve was up next in the 3rd Red session and that was when it all went wrong. After 5 laps with a best of 1:27.28, he noted the engine had lost power and sounded wrong, so brought it in early. He thought there was likely a broken rocker arm, but he would not be able to fix it at the track and we were done for the weekend. Since I had no student or other obligations we decided to pack it in early and head home on Saturday.

We trailered back to San Diego and unloaded at Black Forest, chalking it up to a bad karma weekend. But back at the Streets, the event continued, although for the last sessions of the day, the low light and cooling temps thinned the field somewhat.

Sunday also started out cool and the first sessions were lightly attended until the thermometer started to improve. The Red session before lunch was led by Dan Andrew's CC13 GT4 at 1:23.28, with Rich Gildersleeve's CC16 GT3 close behind at 1:23.61, and then Mike Avitt's GT3 at 1:24.00. In Orange, Andrew Raines CC12 Cayman R had improved to 1:24.72 to lead the pack.

After lunch and a final practice session it was time for the timed runs and a good day for the GT3RS contingent, as Rich Gildersleeve and Alain Stad vied for the top spot with Rich finishing .05 seconds ahead, 1:23.17 to 1:23.22! Ricardo Olimon broke up the GT3s with a 1:24.13 in his CC11 Cayman S to nip Mike Avitt's 1:24.15, and James Buck was the first air-cooled car at 1:24.29 in his CC15 Carrera. Rounding out the top ten were Andrew Raines at 1:24.26 in his Cayman R, T Otto at 1:25.16 in a CC11 C4S, Russell Shon at 1:25.43 in his Lotus Exige S, Vinh Ly at 1:26.22 in his CC11 997S and Greg Lush in his CC11 1993 RS at 1:26.91.

In CC04, Bill Behun's 911SC was the winner at 1:32.39, and CC05 went to Mike Miller's Boxster at 1:31.34. CC06 was won by Mark Curran at 1:30.04 in his 911SC and Jay Gedanken took CC07 in his Boxster S at 1:33.00. CC08 went to Anastasia Berta's Boxster S





Andrew Raines and Dave Hockett at the end of the day

at 1:32.94 over Steve Eisler, and in CC09, Cathy Young's Boxster S was the winner at 1:34.64. CC13 went to Sherri Palmer at 1:34.26 in her 964 RS.

Now we can segue from Streets of Willow to Chuckwalla Valley Raceway for the next time trial event. I had not planned to go to this event and was planning instead on towing the 944 to Thunderhill to open the club race season there. But when we were checking out the towing rig the week before, we found there was a problem with the brake lights and it was in the towing harness of the Expedition. I tried to expedite repairs and took it to the local Ford dealer on Saturday, but due to problems getting the parts, it was not ready in time to take to Thunderhill, so I registered for Chuckwalla instead.

So now we could bring both cars, and I would tow the 944 with Steve towing the 911SC. We also had a larger convoy heading out on the I-15 as we were met by Dan Chambers and his 911SC, Mark Rondeau and his 911SC, and Cathy Young with her Boxster S.

We made good time and arrived at Indio for lunch at El Campanario Mexican restaurant, and were met there by Mark's mother, who lives in the area. Next stop was to fill up the trucks and cars with gas and then head on to the track. At the track, we set up a compound of trucks and trailers to accommodate the EZ-Ups planned for the weekend. Although most of us were staying at the cabins, Dan was staying in his Taj Mahal camper unit on his truck.

After the cars and trailers were unloaded, it was soon time for tech inspections, and then we headed to the cabins to clean up, unpack, and get ready for dinner. After dinner it was time to turn in and get ready for an early Saturday.

After a quick breakfast, it was back to the track, working on the rest of the tech inspections and registrations to finish up before the drivers meeting. The registration was no longer routine, as Robert Baizer was not able to attend since he had just had a fire in his warehouse that damaged his car and trailer, but to what extent he was still not sure. Cathy was handling the registration and Jack Miller helped with other duties.

After the drivers meeting, it was time for the Red group, and Rick Levenson led the way in his CC16 911 Turbo at 1:57.02, with Mike Rozenblatt and Mike Avitt close behind in the 1:59's. Orange was up next and Ted Hoiberg was setting the pace at 2:00.12, and my best lap was a 2:09.71 in the 944Spec, just ahead of Cathy Young's CC09 Boxster S and Chuck Sharp's 944Spec.

The next Red session had Rick leading again at 1:55.88, with Mike Avitt, Robert Forrester, Jae Lee, and Jim Salzer all under 2 minutes. For the SC group, Dan Chambers (CC10) was quickest at 2:03.04, followed by Mark Rondeau (CC10) at 2:04.01, and Steve (CC09) at 2:06.47.

My Orange session was led by Stewart Robertson in a tube frame (X) Camaro at 1:56.10, and track owner Micky Grana at 2:00.71 in his X car. In the 944Spec group, my 2:09.34 was leading Chuck Sharp at 2:10.47, and Shawn Flanagan at 2:11.71.

As the day progressed the temps rose, with the times also increasing slightly, and by the last session, with the sun low and a visibility issue, there were just a few cars out in Red. Orange was also low in attendance, but Jake Dekovic led the way in his CC11 Cayman GTS at 2:03.60, and my best was 2:10.31.

At the end of the day, it was time for the track talk by Jack Miller that was supplemented by discussion and input from owner Micky Grana, who has miles and miles of track experience. After the track talk, there was a happy hour sponsored by Vision Motorsports and more time to bench race and compare notes and lies. Steve went over the 944 & 911 and had them ready for Sunday before we headed back to the cabins and cleaned up for dinner. Dinner was a slow-cooker carnitas dish that tasted great along with the beers and other fixings. After dinner it was another early finish to get ready for Sunday.

Sunday started quickly for Steve as he took advantage of the cool air and had his best lap of the weekend at 2:00.41 to lead the SC brigade, with Mark's Silver Bullet next at 2:01.14, and Dan's Black Pearl at 2:02.82. Rick Levenson was again the quickest at 1:55.77. In my Orange session, I was now chasing Chuck, who led the 944 group at 2:08.52, with Shawn at 2:11.13, and my best was 2:11.17. John Cahalin's CC16 GT3RS was leading at 1:59.51.

The next Red session was when it went wrong again, as Steve turned a 2:01.77 but then had to bring in the SC as it was down on power again, and was done for the weekend. Rick was leading at 1:55.52, but Mike Avitt was breathing down his neck at 1:55.97, and Jad Duncan improved to 1:56.58 in his CC13 996. Mark Rondeau stepped up and turned a 1:59.31.

My next session was better, but I was still behind Chuck's 2:08.96 at 2:09.29, and also behind Dave Hockett's CC07 Cayman at 2:09.25. John Cahalin still led at 1:59.57, and Andrew Raines improved to 2:01.28 in his CC12 Cayman R. After lunch there was just a final

practice session that many drivers skipped, and I just tried to run a timed simulation to save tires, with an out lap and then 2 flying laps before coming in.

And then we were ready for timed runs. Quickest cars went first, and Rick Levenson (CC16) did not make a mistake, turning a 1:52.24 and the suspense was over. Jae Lee (CC16) stepped up and took second at 1:55.99, followed by Robert Forrester (CC14) at 1:56.97, and Mike Avitt (CC15) just nipped Alain Stad (CC16) 1:58.18 to 1:58.19. John Cahalin (CC16) was 7th at 1:59.16 and Mark Rondeau (CC10) was up with the big dogs at 1:59.52 and the best air-cooled time, just ahead of James Buck's CC15 Carrera at 1:59.67, and Carl Vanderschuit rounded out the top ten at 2:00.89 in his CC09 Boxster!

Steve ran first in the 944 and turned a 2:07.97, but Chuck Sharp took the class at 2:06.78, and I ended up in 3rd at 2:09.04 ahead of Dave Diamond's 2:11.49. CC05 went to Mike Miller's Boxster at 2:16.59, over Brittney Dunham. In CC06, it was Mark Curran at

2:07.56, and CC08 went to Anastasia Berta's Boxster at 2:11.92. In CC09, Cathy Young ended up in 2nd behind Carl Vanderschuit, and Connie Sommers took 3rd. In CC10 Dan Chambers also was 2nd behind Mark Rondeau at 2:01.29. In CC11, Ricardo Olimon's Cayman S just nipped Jake Dekovic's Cayman GTS 2:02.34 to 2:02.51, with Vinh Ly next at 2:04.15 in his 997 S. CC12 went to Don Middleton's Carrera at 2:01.74, with Andrew Raines at 2:02.70, and Dan Hockett next at 2:03.79. In X class, it was Russell Shon at 2:03.74 to lead the group.

We loaded the cars back on the trailers and headed home, wondering about karma and the personality of cars. The 911SC had been running very reliably for several years, but after I decided to get the 944 and work on club racing, she has been temperamental and has had several events where she was not able to finish. Yes, I have decided the 911 is a she, and although I have not usually named my cars, she is now Essie. Stay tuned for the further adventures at CFOS at Fontana.





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# Auto Museum Report: Steam Punk

by Michael Harris

The current display at the San Diego Automotive Museum in Balboa Park is Steam Punk. What is Steam Punk? In the words of Monty Python: "And now for something completely different."

"Generally defined as a subgenre of speculative fiction, Steampunk (or Steam Punk) is science fiction and fantasy, where early industrial technology is steam-powered and based in Victorian and Edwardian eras as epitomized in the works of Jules Verne and H. G. Wells." Think 1837 to 1907 or so. Steam Punk "incorporates fashion, design, art, music, vehicle creations, literature, and more into its sensibilities: a stunning view of what could have been. Key elements of Steam Punk are its retro-futuristic technologies and weapons, the submarine from *20,000 Leagues Under the Sea*, for example, or the technologies seen in the TV series, *The Wild, Wild, West*.... In aesthetics it often uses 'old fashioned' materials such as copper, brass, wood, bolts and rivets.... In dress it takes cues from Victoriana but is not strictly relegated to that era, as it also incorporates armor, goggles, and top hats, as well as elements of goth.... It is a sort of retro-tech combination of Edwardian and Victorian eras, up to and including dirigibles and air ships (and submarines)."

The Automotive Museum's current display offers a twist, or 'retro' steampunk. In addition to steam power, the highly imaginative machines include the "Cyclops," a trike powered by a 3-cylinder Triumph Daytona engine, and the Hurricane "Death Trap," a side-wheel powered by a '86 Suzuki motor. The Drop Tank body is a single seater. One of the favorites is a front engined dragster type vehicle with huge rear wheels and a Ford truck differential to handle the power with motor cycle tires on the front. The vehicle is powered by a surplus WWII V12 Fairchild Ranger aircraft engine, complete with headers, supercharger, twin ignition, and a dragster transmission to handle the 800 horsepower. At the front end are twin motorcycle headlights with Ford 1939 glass lenses that are clearly recognizable as being from a 1939 Ford. Descriptive material informs us why the artist built this car: "To surrender to a master passion." And because he was capable of building such a fantastic machine.


There is also a modern submarine, entitled the "Metamorphosis." It is described as a "Moderne Nautilus" with German engineering. Several of the vehicles are Rat Rods. One car looks like an early 1900s racing car with a handmade aluminum body and side exhaust stacks. Also on display are a number of artifacts from historical fiction works and Steam Punk themed films, including a Time Machine.

The graphics displaying Steam Punk themed items are outstanding, ranging from submarines, air ships, to fantastic motorcycles and hopped-up cars.

Several metal artists have displayed their art. Information about them and their works are prominently featured and displayed. Baron Margo is an artist from Los Angeles who has devoted his life to his metalcraft, spanning more than 50 years. He uses brass, copper, aluminum, boat and aircraft parts, also bone and other discovered items in order to create Retro-Future pieces. "Over the years his labors of love include creating his vision of... 'Robot Beings, Rocket Ships, Ray Guns, Satellites, Spacecraft, and Universal Space Transporters'."

Brian Samuels of Steel Life Metal Studio of Portland, Oregon is another featured metal artist. Mr. Samuels describes his philosophy as follows: "My inspiration comes from many things: actual physical objects, life experiences, social situations, emotions, etc. 'Art imitating life,' essentially. I get a lot of personal enjoyment and satisfaction out of each piece that I create, and hope to convey that through my work. My goal is to create art pieces that speak to the viewer, and allow them to see more than just 'pieces of metal.'"

Seeing is believing.

The Regular Collection also features many new and rare vehicles from the teens through 1970s Muscle Cars. 



Fantastic Steam Punk Retro-submarine



Steampunk Rocket Car





Early version of Don Garlits' rear engine dragster, Swamp Rat



Jeffrey Steorts gilded clock with hands



Monty the Mystic by Andy Cameron



# View from the back: June

*By Steve Eisler*

Some of you may remember when I began writing this column, over a year ago, that the primary purpose was to encourage inactive or new PCA-SDR members to join us at an autocross or other event. Kathy and I had been inactive members of this region for 36 years before other members encouraged us to enter a driving event. In the past five years, we have participated in Last Tuesday Socials, Autocrosses, Tours, Performance Driving Schools, Mystery Weekends, Driver Education events, Progressive Dinners, Time Trials and Tech Sessions. We have met many interesting people, made some wonderful new friends, and most importantly, have learned how little we knew about driving our Porsche, or any car, correctly.

Many of the articles have featured autocross (AX) events because they are good learning experiences that do not require special equipment or changes to your car. Steve Grosekemper wrote an excellent article on how to classify your car in this magazine several months ago, and registration through MotorsportsReg.com is easy to complete. Classifying your car will generate a Tech Inspection sheet that you can complete with your name, address, etc., print and bring to the stadium. Once you arrive at the stadium you will find a host of people to help you through Tech Inspection, answer your questions and loan you almost anything you may have forgotten! You can rent a helmet, and you will be assigned a certified instructor who will work with you all day to open your eyes to the capabilities of your Porsche, and open your mind to the skills and techniques that you did not learn in high school Driver's Ed. In addition, he or she will become your new BFF.

As I write this, I am preparing for the June 30th AX. Due to the many other events scheduled on the same date, the June 9th AX had low registration and was cancelled. This was particularly bad for a Back of the Pack driver like me, because I struggle to retain what I learn from one AX to the next. I need more chances to practice what I learn in the shortest possible time span between events to keep me from losing what I have just learned!

Course designer Andrew Simmons produced a challenging but very fast track layout for the May 26 AX. Members of the Autocross Team were up early Saturday morning to set the course and do chalk outlines to mark the exact position of each cone. We were running counter-clockwise which meant that the fast section that parallels Friars Road would be uphill and allow for maximum acceleration before turning left and going south towards the trolley tracks. Zone 8 AX chair Kathy Thorpe rode two laps with Safety Chair Jerry Bumpus to insure that all parts of the track were safe. PCA national has been very diligent in its directives to the

regions to redouble their efforts to make all events as safe as possible.

I was fortunate to have Jim Duncan ride with me on my practice runs. As I have mentioned before, Jim is a great instructor whose patience is only exceeded by his boundless energy. As usual, he coached me up to where I was driving faster than I thought possible, praised my improvements and had me really enjoying my time on the track. And, as usual, I reverted back to some of my old habits and had one of my worst set of timed runs. On the first lap I passed a slalom cone on the wrong side, which I knew would result in a DNF. I thought the second run was clean, but I hit two cones for a 4-second penalty. I was doing well on the third run but was carrying a little too much speed at the end of the Friars Rd. section and got off line into the loose pebbles and pieces of rubber that had been spread from the tires of all of the cars that had been driving the course all day. There is a reason they call this "the marbles." I spun out, stopped the car, was waved back onto the course by the corner worker, and completed my second DNF. On my final attempt I still clipped a cone somewhere, and my time (without the 2-second penalty) was still 2 seconds slower than my best practice run with Jim!

I have gained some confidence, lost a little bit of it, and know that I have to make some serious efforts to change the way I prepare (or fail to prepare) for timed runs at the end of the day. Interestingly, I also won my first medal! There were 4 cars running in my class this weekend, and one of them did not complete his timed runs, so I was third (and also last) in CC08!

There were at least 4 graduates of the Spring PDS who were at their first AX this weekend, and 3 of them were in class SS04. David McClurg had a best time of 1:26.47 with the help of instructor and course designer, Andrew Simmons. Tom Osborne recorded a 1:24.30. His instructor was Adriano Bortolin, who was third in CC03. And Wallace Thompson placed 3rd in SS04 with a time of 1:20.34. Ricardo Olimon was his instructor. PDS grad Zoran Borovcanin won SS03 in 1:21.29 with the help of Lotus driver Keith Laroche. First timer Alisha Wray was first in SS06L (L designation is a class for Ladies) with a time of 1:14.65, which also would have won SS06! Her coach, Christopher Riordan, had the 4th fastest time of the day – 1:12.29! It is interesting to note that all of these students were running in Street Stock (SS) classes. Street Stock means that no modifications (other than limited tire choices) can be made to the cars. So, register that daily driver and learn some handling skills that will help you avoid some of the crazies on the daily commute!

Blake Bastain was first in CC04 (1:17.86) competing on his birthday, and his dad Mark was third in CC07 with a time of 1:20.28. Jake Leslie won CC02 in 1:20.46, just 0.07 seconds ahead of his dad, Scott, and 1.39 seconds faster than new AX'er Chris Mencher. Chris's instructor was David Malmberg, who was 4th in the very tough CC10! How tough is CC10? David's time of 1:12.96 was the 10th fastest time of the day. Also competing in CC10 were Kathy Thorpe, 8th fastest time, her husband Bill who was 3rd, and class winner Terry Barnum, who recorded a 1:10.79 for the second fastest time of the day. TTOD went to Alain Stad, CC15, with a 109.92 in his GT3RS.

By the time you read this, the June 30th AX will be history. You can find results by going to [PCASDR.org](http://PCASDR.org), click on the COMPETITION tab at the top of the screen, go to the drop down "Autocross", then "Results", then "Archived Results." On the right of the screen you will see "Event Standing" and the date 2018-06-30. Click on "Get Standing" to see how everyone did! If you are not on that list, registration for the July 21 AX is still open. I am still waiting for someone to tell me that they decided to enjoy their Porsche and improve their skills because of the "View from the Back!" 🦅







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