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

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Features and Pictures



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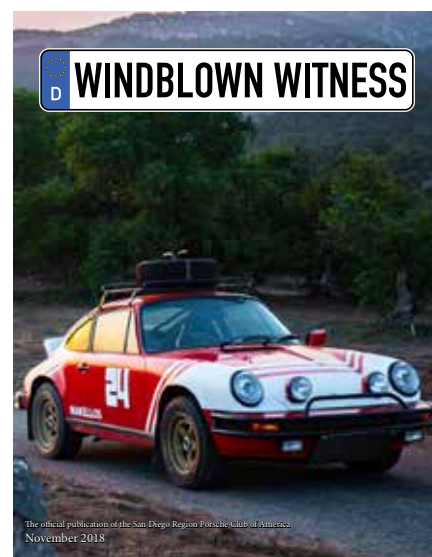


Photo by James Hernandez, in Monterey.
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WINDBLOWN WITNESS

Editor

Susan Brown
pcasreditorsabrown@gmail.com

Assistant Editor

Tom Tweed

Advertising

witnessads@pcasdr.org

Photography

Greg Phillips

Billing

Tom Gould
witnessbilling@pcasdr.org
310.261.7535

Classified Ads

Ad2Ad
www.ad2ad.com
classifieds@pcasdr.org

Printing

GSG Print Group
760.752.9500

Proofreading

Angela Avitt
Martha McGowan

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San Diego Region 2018 Board of Directors

board@pcasdr.org



President

Tom Gould
310-261-7535
president@pcasdr.org



Vice-President

Victoria Varon
949-690-6294
social@pcasdr.org



Secretary

Keith Rampmeier
858-945-7660
secretary@pcasdr.org



Treasurer

Tom Brown
760-505-3286
tb911@tbsoftware.net



Director

Dr. Marc Matanza
619-851-7919
socialmedia@pcasdr.org



Director

Mike Miller
Miller12345@yahoo.com



Director

Jennifer Noerenberg
jeni.noerenberg@gmail.com



Past President/Advisor

Karen Garcia Raines
619.920.7502
kgaines@yahoo.com

San Diego Region

2018 Committees

Archivist

Tom Brown
619.491.0150

Auto Museum

Michael Harris
619.295.2013

John Straub

Charity

Lori Chesley
714.366.5098

Concours

Tom Brown
619.491.0150

eMaster

Bev Gould
760-659-0911

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619.315.9184

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Cathy Young
858.692.9150

Goodie Store

Bob & Betty Hallet

Historian

John Straub
619.667.3826

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Jim Ryan
858.455.6898

Membership

Giselle Gonzalez

Military Liaison

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619.855.9200

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Policies/Procedures

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Rules

Russell Shon

Rally

Eric Marc-Aurele

Scrutineer

Steve Grosekemper

Social

Victoria Varon

949.690.6294

Genette McGowan

Social Media

Marc Matanza

619.851.7919

Sponsor Liaison

Karen Garcia Raines

Jim Binford

Tech Sessions

Jim Mullady

Ulrick Matsunaga

Tours

Keith Verlaque
619.817.5446

Volunteer Coordinator

Sara Gengler

702.240.9689

Web Team

- Webmaster

Greg Bartley

916.596.0385

-General

Tom Brown

619.491.0150

Bev Gould

-Forum

Steve Grosekemper

619.733.5697

Tom Tweed

858.454.5446

Autocross

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Christopher Riordan

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Safety

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619.315.9184

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Tech Advisor

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Cathy Young

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Mark Rondeau

Timing Results

Ricardo Olimon

Vinh Ly

Advertising

Jad Duncan

Student/Instructor Pairing

Mark Rondeau

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Dan Chambers

Committee chair email addresses (all use @pcasdr.org):

archivist

automuseum

ax

board

cdiq

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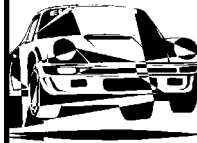
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From the Co-driver's Seat

Tom Gould
SDR President

Thanks to all of you that took the time to vote in our election in September. I would like to congratulate the following people who will join our region's Board of Directors in December: Gisele Gonzalez, Mike McGowan, Ulrick Matsunaga, and John Straub. A great group of people that are looking forward to help manage our region. These wonderful members, along with the returning Board members, should be a great team for San Diego Region in 2019.

As usual, we have a wide variety of events coming up in November:

- Nov. 7 will be our monthly Board meeting, this month at Porsche San Diego.
- A PCA Club Race and Time Trial, hosted by SDR at Buttonwillow Raceway on Nov. 10-11
- Nov. 18, another Back Roads Country Tour – one of our most popular events (sign up early!)
- Nov. 17-18, one of the region's famous Mystery Tours. I'd tell you more, but it's a mystery to me, too!

And of course, come out for a visit at our monthly last Sunday Cars and SDR in Carmel Mountain on Nov. 25, and our Last Tuesday Social, this month at Joe's Crab Shack in San Diego on Nov. 27.

Also check our website or watch your email for these events coming the first weekend of December:

- Military Xmas Tree Giveaway and Porsche Car Show on Saturday, Dec. 1.
- An 'off-road' Tech Session featuring Cayennes and Macans on Sunday, Dec. 2 at Porsche San Diego, and on Dec. 2, an Autocross at SDCCU Stadium.

Details and current information of all these upcoming events are available on our website www.pcasdr.org.

November is also the kick-off to our PCA-SDR Toy Drive for Rady Children's Hospital. Bring an unwrapped toy (no stuffed animals), to any SDR event and one of our Board members will collect them. You should also be able to find a donation box at our two wonderful Porsche dealerships,

Porsche San Diego and Hoehn Porsche. We will gather together on the 16th of December to have breakfast with Santa, and then caravan to Rady to drop off all the gathered toys. You can find more information within the pages of this magazine or check out our website.

Rennsport Reunion VI was this past month at Laguna Seca. It was great seeing so many historic, old, new, racing, rallying, street, you-name-it, Porsches there. It was also great seeing many historic, old, and new Porsche enthusiasts, too! As I've mentioned before, I grew up with many of these cars, watching them race on the professional and local levels. I followed the careers of a lot of those drivers. It was wonderful watching these historic cars and drivers taking to the track once again.

Lastly, it's hard to believe that Thanksgiving is only a few weeks away and that we are into the holiday season already. I keep seeing posts from people back east and up north that are getting ready to put their Porsche away for the winter. I can't imagine that. We are lucky to be in an area where we can enjoy the outdoors and our cars year-round.

I feel bad that Bev's 911E has been parked for the past 2 years. The 924 autocross car sits dead in the driveway. How did I have so much time for all those years to get away nearly every weekend, and now I don't have time to pull a car out of the garage and drive it down the street? I see some New Years resolutions in my future. At least the Cayenne gets driven daily.

Make the time to do what you enjoy. Hopefully part of that time gets you out driving your Porsche and spending time with your fellow SDR members.

Have a great start to the holiday season and be safe on the roads!

Tom Gould
2018 President - PCA-SDR 

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Petersen Museum Dedication Dinner

Text and Photos by Keith Verlaque

I was sitting at my desk on a normal Tuesday afternoon when my friend Shawn Evans from Porsche San Diego called out of the blue and said are you busy this Friday? He then said that he had two spare tickets to a dinner evening at the Petersen Museum in Los Angeles honoring Dr. Wolfgang Porsche for his contributions to the world of motoring and he asked if Martha and I would like to join him and his lady Roxane. All of a sudden I remembered, by the strangest twist of fate, my calendar seemed to clear before my very eyes... and amazingly...I was available!

So a normal day at work turned into Martha and I sitting in the LA traffic, where I think we were the only people smiling. That evening, when we arrived at the museum we saw that the featured display was "The Porsche Effect" which is a full display of Porsches, many of which were from the factory museum in Zuffenhausen.



Keith, Martha, Roxane and Shawn with the Porsche Mission-E

As we arrived we saw Shawn and the lovely Roxane, and we were invited to have our picture taken in front of the Porsche Mission-E electric vehicle. As soon as we entered the museum foyer, we met and were photographed with the guest of honor Dr. Wolfgang Porsche. Inside the museum were many famous people from several aspects of the world of Porsche. Shawn introduced us to Klaus Zellmer the President and CEO of Porsche Cars North America. We also saw several famous factory racing drivers, including Jackie Ickx (6 times le Mans winner), Derek Bell (5 times Le Mans Winner), Patrick Long (current factory racing driver), Jeff Zwart

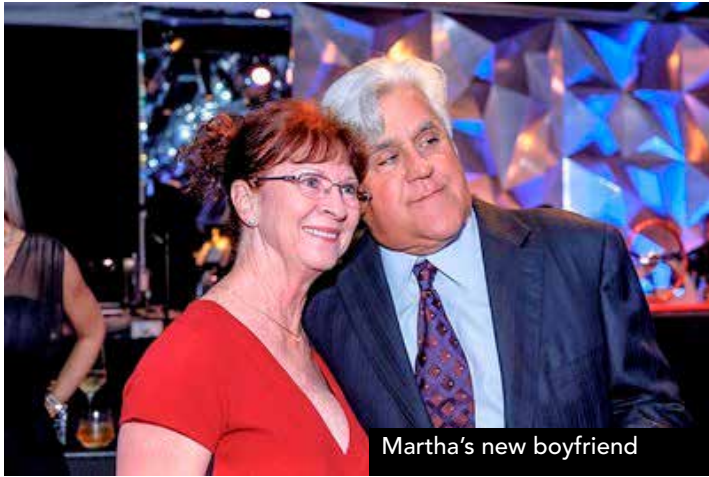
(Pikes Peak multiple winner), Bruce Canepa (Porsche racer extraordinaire), and many others who have been significantly involved in the many aspects of the World of Porsche. Cocktails were served, and then we were given ample time to review all of the Porsches on display at a leisurely pace in a museum completely without crowds.



Martha and I with the guest of honor, Dr. Wolfgang Porsche

The following pages reflect only a few of the many rare and significant cars on display.

We were then invited into a large dining area where we proceeded to enjoy a fabulous meal and an evening of music and entertainment hosted by Jay Leno of NBC's The Tonight Show, who was later joined by Tim "Tool Time" Taylor—both of whom were very entertaining, and much laughter ensued.



Martha's new boyfriend

Then the evening was turned over to Peter Mullins, chairman of the Petersen Museum's board of directors, who invited Dr. Porsche up on stage and presented him with an Icon Award honoring his contribution to the motoring industry, and he gave a brief thank-you speech. After the speeches concluded, the evening became slightly less formal and several people enjoyed dancing to the band.

At the conclusion of the evening, as we were leaving, we were presented with a complementary "goodie bag" from Porsche that included the Museum Catalogue, a block of crystal with a 3D Porsche engraved in it and a Martini Racing Porsche Espresso set.

It was indeed a quite remarkably fun evening attended by many famous personalities and something that will be remembered for quite some time. Martha and I thoroughly enjoyed ourselves and once again are extremely grateful to Shawn and Roxane for inviting us to share it with them.



Car number 9, blue and orange 917K. First Porsche ever to win Le Mans in 1970.



Car number 17, red and white 919 hybrid. Raced at Le Mans.

White 956. Ran many years at Le Mans.



Car number 60, orange 906. Raced at Le Mans - also sold as street car!

Red and white GT1. Ran at Le Mans.



Car number 7, yellow and red RS Spyder. Ran at Le Mans.

Turbo 930 sold as a street car and factory Le Mans winning Turbo 935.



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October Board Meeting

PCA-SDR Board of Directors Meeting 10/3/2018

Noerenberg-Bartley Residence, 12343 Figtree St, San Diego, CA

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

Call to Order: 7:18pm

President (Tom Gould): Announcement of 2019 Board member election results: Gisele Gonzalez, Michael McGowan, Ulrick Matsunaga, and John Straub. A total of 98 ballots were cast. Board members continuing into 2019: Mike Miller, Jeni Noerenberg-Bartley, and Victoria Varon.

Secretary (Keith Rampmeier): Approval of September Meeting minutes. M/S/P. Ratify E-votes between meetings: Autocross on 12/9/18 at CSUSM. Breakfast with Santa and delivery of toys to Rady Children's Hospital on 12/16/18. M/S/P.

Treasurer (Tom Brown): September financial report delivered. M/S/P. While we are financially sound, annual income is trending lower, with reduced turnout for some driving events and losing this year's Fall PDS dates. The Board is aware and continues to monitor this situation. Approval for Rennsport SDR social costs. M/S/P.

Concours (Tom Brown): The Sept 8 Concours had a great turn out with 29 judged entries and over 250 display-only cars. Thanks to all who volunteered to make this a success!

Membership (Gisele Gonzalez): Monthly Report delivered. Primary/Affiliate/Total Members: 1714/981/2695 (YoY: 2/-19/-17). Update delivered by Carmen & Angela on the New Member & Volunteer party, this coming Sunday. Currently 64 new members pre-registered, so New Member party should be a great success!

Charity (Lori Chesley via Tom G): Our annual Toy Drive for Rady Children's Hospital runs November 1 through December 16th. No stuffed animals, please. Bring to any PCA event. Additional drop off locations will be available at the dealerships. Breakfast with Santa is December 16th (9-11am) then caravan to Rady to drop off the toys.

Tech Sessions (Jim Mullady via Tom G): Recap of Hoehn Porsche Sept 15 tech session of New Cayenne, where 50

members enjoyed a presentation on the new Cayenne (so new we weren't allowed to photograph it!) and the soon to be reopened Hoehn Porsche.

Insurance (Cathy Young): Insurance is in place for events thru Oct. Due to her involvement with track events, Cathy is retiring as Insurance Chair. So, we need a new Insurance Chair for 2019. The job requires some attention to detail but is otherwise fairly straightforward.

Tours (Keith Verlaque): Adding a tour November 18. M/S/P.

AX (Jerry Bumpus, Eric Marc-Aurele, Scott Leslie): Reconciliation submitted for August 19th with 60 drivers and Sept 16th AXs with 68 drivers. Attendance continues to show a slow, historical downtrend with a number of factors contributing. The next AX is October 21st.

There was a request to borrow 25 cones. M/S/P. The standing rules need to be updated to remove references to Qualcomm Stadium.

AX Relocation Committee (Jim Binford, Julieann Billings-Riordan): Planning is underway for a trial AX at CSUSM December 9th, where PCA will take the lead running the event, but attendee numbers will be limited and split among the car clubs with whom we've been working.

Social (Genette McGowan): (Carmen) The New Member Party is this coming Sunday before our Volunteer party. (Victoria) Movie Night is nearly sold out. Progressive dinner is coming on October 27th. 11/17-11/18 Mystery Weekend tickets are going on sale this week. (Karen Garcia Raines) Fusion Art Glass Event is Sunday October 28th and registration is via the link in the email announcement or online at: <http://bit.ly/Porsche2018>

TT (Greg Phillips): Recent Big Willow event had 55 drivers and was the first event for our new TT/DE team. The upcoming Chuckwalla event is already into triple digits, but instructors are needed. Approval of track dates for 2019. M/S/P.

Jan. 26-27 Chuckwalla
Feb. 23-24 Willow Springs - Streets of Willow
March 29-31 Auto Club Speedway (CFOS)
April 27-8 Chuckwalla
Sept 21-22 Willow Springs – Big Willow
Oct 12-13 Chuckwalla
Nov 9-10 Buttonwillow (pending)

Club Race (Tom Brown): Request to add a Club Race to DE/TT next year at Buttonwillow. M/S/P. Auto Club Speedway is already a Zone Club Race.

Auto Museum (Michael Harris): The current display at the Museum is Retro Steam Punk, space-age vehicles as they might look during the age of steam, Jules Verne, and Capt. Nemo. But only for another few days as effective October 13, a new display will honor “30 Years of the San Diego Automotive Museum” with some of the outstanding display cars over the past 30 years being featured. To kick off this event the annual Gala will be held Saturday October 20th from 6PM to 9PM in the Museum. Many exciting trips and cars will be auctioned along with spa treatments, dinners, and more. The two vehicles are a fully restored F-85 Oldsmobile 215cid aluminum V-8 with Turbocharger and a 1950s Crosley station wagon. Cost is \$80 for a single, \$120 per couple, and \$525 for a table of 8. Come on down and help support the museum while having a wonderful evening of wining and dining.

Other Committees: No report submitted for this month.

New business:

Driver's Awards Party (Angela Avitt): Date change to 2/2/19. M/S/P.


Upcoming events before next Board Meeting:

10/7 New Member and Volunteer Parties
10/11 Movie Night (Carlsbad)
10/13-14 DE/TT (Chuckwalla)
10/21 AX (Stadium West)
10/27-11/4 Fall Wine Tour
10/27 Progressive Dinner (South County)
10/28 Fusion Glass Art (La Mesa)
10/28 Cars and SDR (Poway)
10/30 LTS (Carlsbad)

Announcements: Thank you Jennifer and Greg Bartley for hosting!

Next Board Meetings:

November 7: Porsche San Diego
December 5: Varon residence, Oceanside

Adjournment: 9:24PM 



More on Rennsport next month! Photo by Greg Phillips.

October Cars and Coffee

Story and photos by Jim Kreifeldt



Ever heard of Rennsport Reunion? Yeah, a lot of people have, so I think that may have contributed heavily to a lower than normal turnout on this Sunday. I was fortunate to attend part of Rennsport Reunion VI myself on Thursday, Friday, and part of Saturday, but due to other commitments had to be back in San Diego, missing the last day, Sunday. If you get the chance to go to Rennsport Reunion VII, GO!


While talking with someone at the C&C Sunday, September 30th, a red Boxster S pulled into the space next to where we were standing and out popped a woman's face I'd not seen before. She immediately announced, "I'm a newbie!" Turns out Jodi Jenner had recently purchased the car and has been a member for only a few months, but has already attended a Last Tuesday Social and now cars and coffee! I learned she had been searching for some time for her Boxster S. Specifically, her Boxster HAD to be red with a black top and an automatic. She did most of the search herself with help from CPR, and found this beautiful 2013 with 29k miles, Porsche Certified, at a dealer in Nashua New Hampshire. Jodi did very well in her purchase with an extremely clean, low-miles car, and it is so new to her she didn't even have her license plate on it yet! She told me she had always wanted a Porsche. Jodi had a friend, who has since passed away, that used to tell her "you should get a Porsche," so it was bought partially in honor of him. Cool story.

Jodi is a car girl and owns several other cars but was attracted to Porsches because of the engineering. She really wants to learn more about her "new" car and admitted on her first drive she couldn't figure out how to start it,

saying "I didn't know you had to have your foot on the brake." Also, on her first drive it "kept stalling at every light because it was in eco-mode." She thought she had a lemon, but soon learned little idiosyncrasies from her first time driving a Porsche. It is great to meet someone who can laugh at themselves. Interestingly enough, in our midst was David, a fellow PCA member in town visiting from Arizona, who had a great deal of knowledge about her particular Boxster, because he said he is in the process of looking for one identical to Jodi's. David spent some time showing her some of the fine points about her car. I'm pretty sure I overheard him say something to the effect that if she decides to sell it, he would be interested, though!

Jodi is recently retired from a business she had run for about 25 years and now wants to travel, but right now is focused on learning the car and wants to really learn how to handle it. She told me she joined the club because she likes Porsche people and finds them very friendly, and is looking forward to more social events. Toward the end I asked her what she liked most about her new car and it was an immediate response, "the red brakes." Yes, I would say she is a car girl all right!

If you get a chance, please come over to Jessie's Bake Shop in Carmel Mountain Ranch on the last Sunday of the month. Seems like there is always something new. Hope to see you there!

Be sure to check the Windblown Witness on line version of the article to see these pictures in color. 



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November -December 2018

November 1 – December 16 Toy Drive

Details: Join in the PCA-SDR 13th annual Toy Drive for Rady Children's Hospital.

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

Please bring toys to any club event from Nov. 1 thru Dec. 16. There are additional drop-off locations at Hoehn Porsche in Carlsbad and Porsche of San Diego in San Diego.

Additionally, there will be a monetary donation box at the November autocross and Cars & SDR meetings. See SDR website calendar for toy suggestions.

November 7 - Wednesday Board & Member Meeting

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

Place: Porsche of San Diego

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

November 10–11 - Saturday– Sunday Buttonwillow TT and Club Race

Place: Buttonwillow Raceway Park

Details: TT Registration opens September 30 at <http://pcasdr.motorsportreg.com>

November 18 - Sunday Back Country Roads Tour

Time: 8 AM

Details: San Diego Region offers PCA members yet another opportunity to enjoy driving their Porsches on some truly great back roads. See website for details.

This is a FREE non-competitive tour.

November 25 - 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.

November 27 - Tuesday Last Tuesday Social

Time: 6 – 9 PM

Place: Joe's Crab Shack, 525 E Harbor Dr., San Diego, CA 92101

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

December 2 - Sunday Off Road Tech Session

Time: TBD

Place: Porsche of San Diego

Details: Want to learn more about the Porsche technologies that give the Cayenne and Macan its off-road capabilities? Are you planning to attend the Cayenne / Macan Off-Road Adventure Tour and want to understand the best usage of the off-road technologies the SUV models possess? This session, hosted by Porsche of San Diego, will be a discussion about the operational theory and mechanics regarding the various technologies that affect handling dynamics across the Cayenne generations and shared with the Macan. Following the discussion we will go to the recently renovated workshop at Porsche of San Diego to inspect and discuss the mechanical components that make up these off-road capable Porsche SUVs.

Understanding the various technologies and how they relate to handling dynamics and when they are applicable should be interesting whether you plan to off-road, are just interested in how the Cayennes and Macans drive the way they do.

Registration and more details at <http://pcasdr.motorsportreg.com>

December 2 - Sunday

PCA-SDR Autocross

Time: 6:30 – 5 PM.

Place: SDCCU Stadium West Lot, 9449 Friars Road, San Diego, CA 92108

Details: PCA-SDR Autocross participation is limited to PCA members only. Up to 10 current members of either the BMW or SCCA clubs will also be permitted under certain conditions. There is an event limit of 25 PCA members driving a car other than their Porsche. You will be required to show your PCA member card and driver license in the tech line. Autocross fee is \$60 pre-registered, Tech Inspection opens at 6:30 AM and closes at 7:30. If you are not in line by 7:15, you will be charged a \$20 late fee.

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December 5 - Wednesday

Board & Member Meeting

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

Place: Varon Home, 5859 Ranch View Rd , Oceanside, CA 92057

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

December 8 - Saturday

Porsche Off-road Adventure

Time: 8:30 AM

Details: Do you want to experience and challenge the off-road abilities of your Porsche SUV in the beautiful Anza-Borrego Desert State Park? Come join your fellow PCA-SDR members on the next Cayenne and Macan Off-road Adventure Tour. This will be an off-road driving event with about 3 hours of off-road driving with on-road transit sections on twisty stretches of road that will conclude with lunch in the town of Borrego Springs. The entire family is invited and encouraged to come along and enjoy the ride and beautiful desert and mountain scenery and viewpoints. No prior off-road experience is necessary as we will help you learn to safely maneuver your Porsche over varied types of terrain.

For more information and registration, visit <http://msreg.com/CayenneAdventureFall2018>

December 30 - 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.

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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Auto Museum Report

Text and Photos by Michael Harris

The new San Diego Automotive Museum display is entitled “Cars for the Three Decades in the Rearview: A 30 Year Retrospective.” This 30th anniversary display features twenty exceptional vehicles ranging in years of manufacture from a 1931 Cord L29 to a 1969 Ford Torino Cobra Jet. The closest vehicle to a Porsche is a 1966 VW Double Cab. These vehicles represent just some of the many display categories the museum has featured in its 30 year history in Balboa Park. From the Station Wagon display is a 1960 Plymouth Belvedere 6-passenger Custom wagon in black and white, appropriately nicknamed “Shamu.” A 1950 Chevrolet Fleetline two-door Lowrider, hand painted and built in the owner’s backyard in Barrio Logan, represents the Lowrider exhibit. A 1959 Chrysler Saratoga two-door hardtop represents the Fins ’n Wings show of late ’50s American cars. A 1969 Ford Torino 428 Cobra Jet drag car represents the Muscle Car display. A 1960 Sprint race car represents “power and glory” from the museum’s opening display. A very rare 1967 Toyota 2000GT (from the James Bond film series) was seen in the “Japanese Steel” show. A small double of mini cycle cars from the Small Cars Big Ideas exhibit are a 1955 Messerschmitt DK200 alongside a 1957 BMW Isetta with a BMW 300cc single bore motorcycle engine (also known as the “car” that saved BMW from financial ruin).

Of the special exhibit cars, American iron predominates. There are eleven American cars of which two are handbuilt

racing cars, eight are production line “regular” cars (two in this category are limited production sports and drag racing cars), and a handbuilt, special coachwork 1931 Cord L29 (a company that unfortunately did not survive the depression). Five more are German made, two represent Great Britain, one from Japan and one from France. This last category is represented by a 1938 Delahaye convertible from the “C’est Magnifique” French Car exhibit. Since the World Class Petersen Automotive Museum in Los Angeles has changed management, the collection has been less about Cars of the Stars and Southern California cars to exotic French, Italian, and Classic American cars. Our 1938 Delahaye is a beautiful block long, huge balloon-fendered black and red painted convertible with rich whiskey-colored leather interior on loan from the Petersen, as is the Cord. This collection is truly worth seeing and a wonderful representation of the Thirty Years of Outstanding Vehicles displayed at the museum. The Petersen also has a special display featuring Porsche automobiles. The display runs until the end of December.

Not to short the American cars, a 1958 Chevrolet Cameo Apache pickup truck in red and white with quad headlights is something anyone would love to drive home. Chevrolet introduced this body style in 1955 along with the first Chevy small block V-8 with 265cid. The truck had passenger car features and lines along with interior appearance and comforts not normally associated with a truck. The engine design



1958 Chevy Cameo. '58 Chevys came with six cylinder and V-8 engines with horsepower up to 315hp



1941 Ford Deluxe two door sedan

was compact and weight saving, based on use of stamped metal rocker arms instead of the usual rocker stand with heavy adjustable rocker arms, the intake manifold fit directly on the heads and eliminated the higher manifold and separate valley cover, pistons were lighter, and the high compression really got a lot of power out of 265 cubes. The '55 Cameo also had just two headlights instead of four (1958 was the year that all American car builders thought they had to have four) and the result was a cleaner look. Many American car buyers did not like the looks of the 1958 Chevrolet either. The '58 Impala was a good seller with lots of performance options including the 283cid V-8 with fuel injection and Duntov high lift solid lifter camshaft, 10.5 high compression pistons and dual point ignition that produced 290 horsepower, with close ratio three speed transmission and a 4.56 positraction rear end, one could have fun at the drag strip. Or the other power option was the big truck-based engine design of 348 cubic inches, high lift cam and solid lifters with three Rochester carburetors that produced 315hp. These cars were faster than a Corvette in a straight line. But alas, 1958 was a recession year and Chevrolet sales really slowed down. Production of the Cameo truck stopped after six months. The display vehicle is indeed rare.

The three Chrysler vehicles are also rare. The 1947 Chrysler Town and Country convertible is a classic. Station wagons with steel bodies and wooden trim had become very popular in the late '30s and post WWII. The wood made construction more difficult and the result was wood-sided vehicles were top of the line in cost. Southern California, with its nice weather that helped maintain the sheen of lacquered wood, and the "Hollywood Set," who liked the looks of the Town & Country, made for good sales for Chrysler. The 1959 Chrysler hardtop with its huge classic rear fins, unitized body and up to date power accessories was attractive to car buyers. The year 1959 was also the last year with the largest fins ever. Starting in 1960 fins came down in size and soon were absorbed in the tail light assembly entirely.


BMW offers two significant vehicles for the show also. First is the 1957 Isetta, a tiny Italian motorscooter-engined mini-car, with the entry by a hinged front end, where the steering wheel assembly came away with the open door. BMW had developed a high-end group of cars after WWII powered by a technically advanced V-8 that was complicated, expensive to produce and maintain, but went fast on the autobahns and loved high-test fuel. The 503 sedan and 507 convertible were the kind of cars that movie



1957 Isetta: Small cars, big ideas

stars would love. (Elvis had a 507 while stationed in Germany). The downside was most Germans could not afford any car, let alone an expensive one. Gas was rationed and taxed heavily, and the rich bought high end American or British cars. Nearly broke, BMW was trying to get money from the bank to stay in business. An Italian company was selling their little 2-stroke cycle car and tooling for a very reasonable sum. BMW bought it, scrapped the oil-burning 2-stroke underpowered motor, installed a single-cylinder BMW motorcycle engine with much more power, and the BMW Isetta was born. They sold well, were economical, carried two people, and cost 4/5ths less than their 500 series cars. And they were able to get loans and to repay their loans. On the opposite end of the scale is the 1959 Mercedes Benz 300SL. Definitely a movie star type car, this Benz is painted bright red, a very un-German color, and was on display at the museum's opening exhibit in 1988.

In addition to the new featured display cars, the museum also has several recent additions to its regular display. New to the collection is a beautifully restored 1905 Reo Runabout. The Reo was donated by a very generous local family. New also is a 1941 Ford Deluxe two-door sedan, as well as a 1939 Lancia Aprilia, which was displayed at the recent Concorso Italiano in the Monterey Bay during Car Week. The 1939 Lancia is a barn find that is in amazing condition considering it is unrestored, and other than the excellent craftsmanship displayed by museum volunteers in cleaning up the car and getting it running, it is as it was found. Also displayed is a 1952 Crosley Station Wagon. This type car even has its own class for display at Car

Week in downtown Pacific Grove. Called the Little Car Display, the featured cars must be under 2000cc. You see a lot of original Austin and Morris Minis and Mini Minors, MGs, Triumphs, Porsches and VWs, and even Toyotas and Nissans/Datsuns. Another last of a breed class of car on display is a 1963 Oldsmobile Jetfire F-85 turbocharged hardtop. The Olds has an aluminum 215cid V-8 with a turbocharger. The car has been restored and the paint is better than factory. Mechanics at the Museum's Maintenance Shop say that few of these cars are left because the turbo had mechanical issues, so most people simply installed an aftermarket four-barrel intake manifold with an after market carburetor. Lots of aftermarket aluminum intake manifolds were available at the time. The Morgan Car Company of England used a B-O-P 215cid aluminum V-8 for their Morgan Plus 8 that they introduced in 1968. The Plus 8 was provided with twin SU carbs that seemed to work well with the car, but hot rodding Americans thought the US aftermarket parts offered more power, ran cleaner, and were easier to keep in tune. When Rover used the same power plant in their Range Rover cars and sold them in the US, Morgan started exporting their Plus 8 models to the US again. Morgan also recently announced they will build Plus 4 roadsters and V-6 powered Roadsters for the US market. The four cylinder cars start at US \$69,900 and the V-6 powered cars start at \$79,900. They will have airbags and all the US required bells and whistles. Wire wheels, leather bonnet straps, and Brookland steering wheels are extra. 



Front view of 1905 Reo

Cars for the 3 Decades in the Rearview: A 30 year Retrospective

A collective survey of the museum's previous exhibits with representational vehicles for each.

1960 Plymouth Belvedere Custom Wagon—Representing for Station Wagon (and family car) exhibit

1950 Chevrolet Fleetline Lowrider—Representing for Lowrider exhibits

1959 Chrysler Saratoga – Representing for Fins 'n Wings exhibit and previous '50s exhibits

1969 Torino Cobra Jet—Representing for Muscle car exhibit(s)

1960 Sprint Race Car—Representing for “Power and Glory” very first exhibit

1967 Toyota 2000 GT—Representing for Japanese Steel exhibit

1957 BMW Isetta—Representing for Small Cars Big Ideas exhibit

1955 Messerschmitt DK200—Representing for Small Cars Big Ideas exhibit

1933 Austin 7—Representing for Small Cars Big Ideas exhibit

1947 Triumph 1800—Representing for British Invasion exhibits

1966 VW Double Cab—Representing for VW exhibit

1931 Cord L29—Representing for Puttin' on the Ritz ('20s 'n '30s vehicles)

Flaming Sword of Truth—Representing for Steampunk exhibit

1963 Split Window Corvette—Representing for Corvette exhibit

1974 Ford Bronco—Representing for off-road exhibits

1958 Cameo Carrier Apache—Representing for Pickup truck exhibits

1947 Chrysler Town n Country—Representing Woodies exhibits

1968 BMW 2000C—Representing for BMW exhibit

1938 Delahaye—Representing for C'est Manifique French Cars exhibit

1959 Mercedes 300 SL Roadster—Representing for Automotive Styling exhibit and this actual car was here at our very opening exhibit in 1988.

On the Cars 'N Society Side

1952 Crosley Station Wagon

1941 Ford Deluxe

1963 Oldsmobile Jetfire

1905 REO Runabout

1939 Lancia Aprilia

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Thoughts on Tires When Hitting the Trails in a Cayenne

Text and Photos by Garrett Guess

The Porsche Cayenne is the most versatile of Porsche's vehicle range with its abilities to carve corners despite its hefty 4500+ pound curb weight, to tow heavy loads, and carry the family and their belongings on long road trips. The Cayennes are also capable off-road machines thanks to their increased ride height, off-road focused traction control, and heavy duty drivetrain and suspension systems. If you happen to own a Cayenne, or are thinking of buying one and want to enjoy the adventures of off-road driving, what kind of equipment specifications might be important to make the trip safer and more predictable?


Just like a road-going Porsche, tires are probably the most important piece of equipment that influences handling dynamics, manages traction on various surfaces and in different conditions, as well as provides resistance to impacts. Different Cayenne models come from the factory wearing a wide range of wheel diameters, from 17-inch diameter wheels all the way up to 21-inch wheels. This variability in wheel sizing directly affects the tire choices that are available. The 17-inch wheels were available on Base model first generation 955 Cayennes, with 21-inch wheels available on more road-focused models like the GTS or TurboS. When it comes to off-roading, the most desired tire characteristics are the opposite of what is wanted on-road: better off-road tires are those with a very tall sidewall which provides a smoother ride and has a decreased risk of hitting a hard object that could dent or crack the wheel. Similar to the Porsche road cars, the Cayennes have very large brakes and the size of the brake caliper and rotor dictate the smallest wheel that a particular Cayenne can use. For example, first generation Turbo and GTS models can use 18" wheels as their minimum wheel diameter size, but if a Turbo has larger brakes due to the Powerkit option, for example, a 19-inch wheel is the minimum possible. And then with the performance increases had by the second generation 958 Cayennes from 2011 to 2018, the brake sizes across models increased, meaning a second generation 958 Turbo is limited to a 19-inch diameter wheel because of its very large brake caliper and rotor. Since there is so much variability among the Cayenne models, it's important to figure out what the smallest wheel is that can be run based on the brake system size, and from there one can search for a tire that fits.

For off-roading, tires designated as All Terrain (or AT) tires represent the best type of tires that provide the best traction off the road, and provide the most protection from rough terrain as well. They have thicker treads made from much

stronger rubber compounds, have more structural sidewall plies, and have extensions of their treads onto the sides of the tires which thickens the sidewalls to provide greater side impact protection. All-season tires are the most common tire type on Cayennes that have wheel diameters less than 21-inches. Cayennes with 21-inch wheels are usually shod with road-focused summer tire compounds that are softer and lighter in weight. Off-roading with today's all-season tires will certainly get the job done, but the softer tread compounds can get chipped apart on rocky terrain, and the risks of developing a flat from a sharp rock pinching or impacting a sidewall are greater than with an AT type of off-road focused tire. Even 21-inch wheels with summer road tires can be used off-road, as I've witnessed it myself on a Cayenne TurboS, but that's begging for a flat tire or bent or cracked wheel if the terrain is rocky!

Tires can not only increase traction and reduce risks of failure when equipping a Cayenne to travel off-road, but they also can help provide an increase in ground clearance by using a larger diameter. The first generation 955/957 Cayennes work well running the 27-inch tire diameter increase that the Transsyberia rally truck utilized by running 265/65 R18 tires. The 955/957s run a stock tire diameter around 29 inches so with the Transsyberia tire size the ride height is increased by a healthy 1.35 inches. But keep in mind that running a larger diameter tire will increase the rolling radius and change the gearing and slightly affect odometer accuracy. Second generation Cayennes, especially the Turbos with front fender intercoolers, are more limited to tire diameter increases: the 958s including Turbos utilize a 29.9-inch diameter stock tire size and can just barely clear a 30.5-inch diameter tire. That only provides about a 0.25-inch increase in ride height, but when off-roading, any increase is welcome.

If you've already got a set of all-season tires and you're still in the early stages of sampling this fun Cayenne activity, all-seasons will likely be capable of getting you through most terrains without issues. The Southern California back country trails tend to have very rocky terrain so if you are considering spending time off-roading in a Cayenne, having an off-road focused set of wheels and tires will make the experience more enjoyable by being safer and more predictable. At a minimum, getting a full-sized spare tire would be a worthwhile starting point!

Hope to see you on the trail! 



A 958 Cayenne S Hybrid with 19" wheels with all-season tires managing just fine out on the trail.



The 955 Cayenne Turbo on the left runs ideal off-road tires: lots of rubber on a smaller 18" wheel. The 957 TurboS to the right has 21" wheels with street tires which is a riskier off-road setup but it still handled the trails without incident.



Garrett's Cayenne Turbo is fitted with slightly taller all-terrain tires on 20" wheels; every bit of extra ground clearance helps to make it over obstacles.

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My First Rennsport

Text by Jeni Noerenberg Bartley

Photos by Greg Phillips

Wow, Rennsport, what an incredible experience for a neophyte enthusiast. Our weekend started EARLY with a 4:00 AM call to Escondido at Makellos Classics. We loaded up our entourage, two cars going to Santa Clarita for the MOMO Road to Rennsport, and two cars going along the coast with magazine writers for 911 magazine. Greg and I suited up in the 4-point harnesses of the '78 911SC hot-rod Safari car (seen on this month's cover!) with the custom KW suspension made to pay homage to the Baja racers. Armed with strong coffee and a heart full of excitement and adventure, we started the trek. Our check-in time was 7:30 AM. A look at the directions yielded us only 15 minutes of leeway, which was oh just slightly nerve-wracking. Needless to say we made it to the MOMO site for check in and proceeded to caravan with 50 other Porsche enthusiasts up to Laguna Seca.


We stopped at Buttonwillow for lunch, and while watching other Porsches take some hot laps, we knew where the Safari car belonged. We took it through some fantastic farm roads surrounding the race track and gave it some well earned Central Valley dust and grime. We continued on and arrived at Laguna Seca at about 6 PM. There, after some mingling, was a brief appreciation and awards ceremony, during which, the Best in Show car, best exemplifying the Spirit of MOMO was selected. The '78 911SC was chosen and earned a beautiful MOMO Rennsport VI hand-stitched leather steering wheel, completing its look. After a glorious, but exceedingly long day, it was time for bed.

A full day of Porsche awaited on Friday. We stayed at a rented home coordinated by fellow PCA-SDR members, and after a good night's rest, headed back to the race track. After parking in a very suitable spot on its own dirt hill, we walked over the crest of the hill to the sound of roaring 917s

tearing up the race track. My mouth gaped open. I was literally speechless, giddy and overwhelmed simultaneously. Below me extended an infield full of tools and toys that were fueled by Porsche enthusiasts and was surrounded by the amazing engineering and heritage of these cars.

Friday, I took time to watch vintage Porsches push the limit of their power, to watch race cars with their finely tuned engineering top 160 mph on the straights. I wandered the pits and marveled at the amount of work it took to maintain the cars. All of my senses took in the sights, sounds, and smells of Porsche heritage. Friday night we enjoyed a lovely dinner with fellow PCA-SDR folk down in the valley. Saturday was more of the same, though I spent a good while hanging out in the pits belonging to John Straub's 914-6 racer and Dan Carusillo's Red Devil racer (who ran a personal best 1:38 lap on Friday!).

I talked to vendors to learn about the modifications they were making to Porsches to make them faster, safer, and more beautiful. Saturday night, the Wings invited us to their RV (The Wing Thing) for a cookout. The ladies retired to the interior of their gorgeous rig and sipped wine while enjoying each others' company. The men were outside "bench racing." It was truly a wonderful evening with the best thing about PCA-SDR, the people!

Sunday we headed home, taking the coastal route through Morro Bay and Santa Barbara, finally turning southeast back to Makellos' home in Escondido. It was a truly magical experience that shouldn't be missed by anyone who loves Porsche. 



This photo was taken on one of the coastal cliffs in Monterey at sunset of Friday at Rennsport by James Hernandez, who helps with media for Makellos. The car is a '78 911SC that has been modified with KW suspension to pay homage to the Baja racers. It was honored by MOMO and Pelican Parts as the Best in Show for Rennsport VI's Spirit of MOMO's Road to Rennsport Tour and has a hand stitched leather fast release steering wheel embroidered with Rennsport VI. The interior features a roll cage, racing seats complete with 4 point harnesses, mini pasha accents, a hand-carved wooden shift knob, and euro gauges. It has no lack of power with a 3.0-L mechanical fuel injection engine with special attention paid to off-road tuning. It has short-throw shifts in gears 2-4 and overdrive in 5th gear so it will drive on the freeway comfortably to get you to all the places where it can be in its element!



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Re-cap of Great Tech Sessions from the Summer of 2018

Five Point Auto Spa Tech Session 5745 Kearny Villa Rd #107 San Diego, CA 92123 July 29th


Have you ever gotten your Porsche detailed? A detail where your detailer uses a waterless wash to clean your Porsche, and uses a rotary polisher to get swirl marks out of your clear coat? Maybe they've told you about sealants and how wax is great but not good enough?

We learned about all of these things, and more, during our Tech Session with Five Point Auto Spa in Kearny Mesa. Adam, Lucas, and Kristi spent time with Porsche club members explaining the intricacies and benefits of using a sealant vs. a wax and why wraps and clear bras are the way to keep the showroom sheen of Porsches.

The day was filled with demonstrations and intimate Q&A, giving curious Porsche owners the opportunity to

learn ways to protect their car's perfect complexion, as well as maintain it for years to come.

The presenters scratched the paint on a couple vehicles that received Five Point's services. While it was painful to watch them scratch the car's coat, they showed us how easily the cars could repair themselves! With no more than a hair dryer and some warm water, the cars' paint looked better than brand new.

Everyone walked away a winner from this tech session. Not just because there was a generous raffle at the end of the session, but Five Point Autospa provided special pricing on all of their services for everyone that attended the session. (For context: we never win stuff but we both did this time!) We hope all members took advantage of and received the special offer, big thanks to Five Points for putting on such a great session! 

Hoehn Porsche 5215 Car Country Dr Carlsbad, CA 92008 September 15th


Cayennes have been a Porscheophile favorite since its introduction in 2003. The Cayenne continues to be a popular vehicle choice with families and individuals that needed to haul more than two on a trip. We were invited to Hoehn Porsche to learn about the latest iteration of the Cayenne, and also to catch up on their remodel in progress.

Shaun Puno warmly welcomed Porsche club members at Hoehn Porsche's temporary outpost in Carlsbad. Club members were treated to an exquisite spread of sandwiches and desserts.

This was followed by a thorough update on the construction

and remodel of the state-of-the-art Hoehn Porsche dealership. A timelapse video was included and the progress has been quick! We're sure everyone reading this has passed by the new facility if they've driven the I-5 recently.

The update was followed by a teaser and detailed session on the all-new, redesigned Porsche Cayenne. We learned about the engine options, the accessories, and other goodies available for the new generation of Cayennes. If needed, your new Cayenne can be equipped with an air-brake. Please don't hesitate to visit or contact your nearest Porsche dealership to find out more about the latest Cayenne.

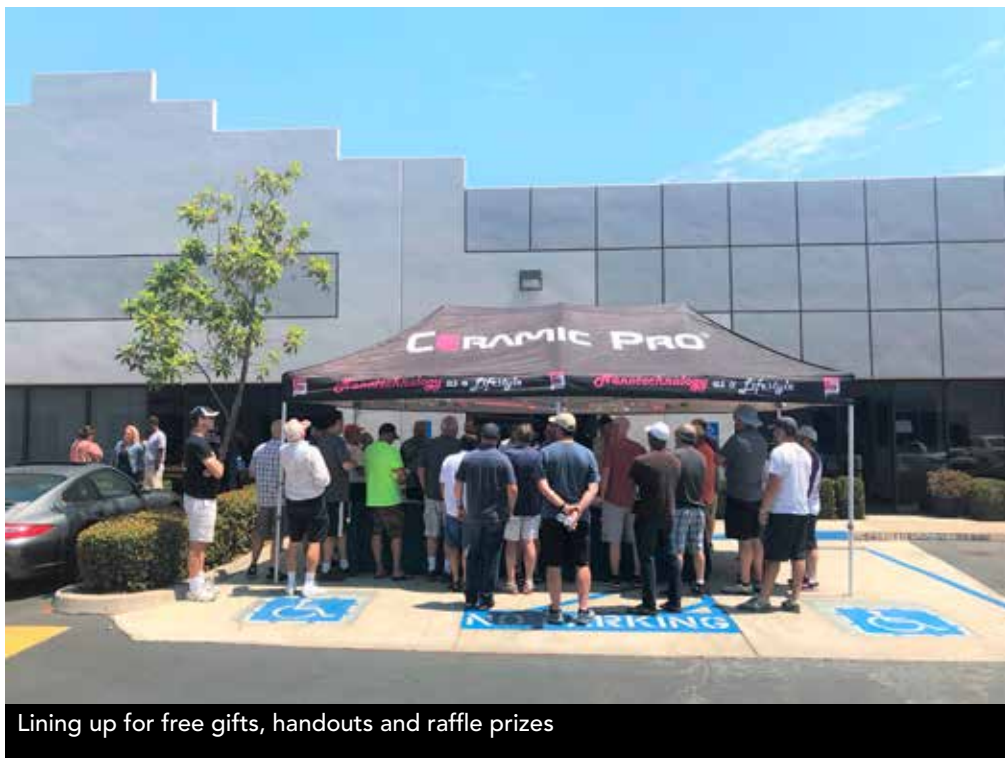
We would like to extend a big thanks to the Hoehn Porsche team for hosting us and preparing an informative and engaging tech session for the club. 



Members watch as a scratch is buffed out



Taking a break for food and drink at 5Points



Lining up for free gifts, handouts and raffle prizes

View from the Back: November

By Steve Eisler

When the weather begins to cool down in September, the driving activity picks up! The week after the September autocross, we loaded Stan on the trailer and drove to Willow Springs Raceway. Since there was no Driver Education (DE) offered at this event, all of the run sessions were extended to 25 minutes, which allowed even the slow guys like me to get as many as 12 laps in a session. This gave me the opportunity to practice a problem turn or section many times until I was able to figure it out. I also had a fulltime instructor for the first time in several years. I had met Fred Yip at the AX events, but had never been one of his students. After just one session, I was amazed, as I have always been before, at the skill and knowledge of our PCA-SDR driving instructors. Fred made some changes in the line that I was driving, worked on car placement on the track, changed my gear selection pattern and, most importantly, gave me the confidence to increase my speed through the corners.

My lap times dropped through the weekend. I did a 1:45, which was 2 seconds faster than my best time in the Boxster Spyder (the RTB) which has 100 horsepower more than the Boxster S. I changed tires during the Sunday lunch break and the new ones, which I thought would be stickier, were not! On the last practice session, I entered turn nine too fast and spun into the inside of the track. When the dust cleared, I saw that I was right across from the track exit, so I carefully crossed the track and went into the hot pits to have the car checked out. The track official said everything looked good, so I went out for three more laps. Although I felt like I was doing okay, my official timed laps were much slower than my 1:45. Overall it was a good weekend. I made a new friend who also is a great instructor, kept my right foot on the floor for a larger portion of every lap, and improved my skills as well as my best time.

We drove home from Lancaster on Monday, September 24th, unloaded Stan from the trailer and unpacked our bags. On Tuesday we did chores around the house and packed the Spyder for our trip to the Rennsport Reunion! This would be our second Rennsport and we were really looking forward to this massive celebration of everything Porsche. There are displays of historic cars, concept cars and the newest production cars. Vendors of every type from all over the country are there showing their goods to a massive group of people of all shapes, sizes and ages. The only thing they all have in common is their love of Porsches. Be sure to read the other Rennsport article in this issue of the *Witness*!

We had a great time on Thursday, since the crowds were low and we could get into the shops without waiting in line.

On Friday morning we were scheduled to volunteer in the PCA hospitality booth at 7:00 AM. As we were driving on the access road to the Boxster corral, I stopped on the right of the road to ask one of the vested flagmen if we were going in the right direction. I had just started asking my question when an old Dodge Maxivan slammed into the left rear of our Spyder. We were launched down the road, and even with 'both feet in', we went over 300 feet before stopping just before we would have rolled down a steep embankment! The rest of the morning was a blur of swear words, tears, phone calls, police reports and tow trucks. We managed to get back to our motel room in Carmel, arrange for a rental car and made it back to the track on Saturday morning for the other shift of volunteering that we had signed up for. We were able to watch Dan Carusillo, Phil Strong, and John Straub drive, and watch several other groups in their qualifying sessions. We decided to forego the last day of the reunion and came home on Sunday.

The Spyder is totaled! We were hit so hard that both of Kathy's earrings were knocked off. Fortunately we are both fine so far. We just have some headaches, stiffness in the back and some problems sleeping. If the symptoms persist, we will get some medical help. The only ray of light in this debacle was the outpouring of concern and support from the PCA-SDR community. We received dozens of emails asking if we were okay. Many people at Rennsport came by and asked how we were doing, and Steve Grosekemper and Mark Kinninger offered technical support and advice. At the Volunteer Recognition party, two members offered to let Kathy drive their cars in the last two AX events so she could qualify for a trophy, proving once more that "It's not just the cars, it's the people."

As a side note, we know of 4 other PCA members who were rear ended in the last month or two! With the horrible drivers on the road, how are you not taking advantage of the driver education programs offered by PCA? There is nothing I could have done in a rear end collision, but there is so much that you can learn in the DE, AX, PDS, or Porsche Experience that will help you avoid negative automotive interactions, as well as increase your enjoyment of your Porsche and your appreciation of its amazing handling capabilities. Stop thinking about it and do it now! There is no telling how much longer you will have the privilege of driving your Porsche!

October 11th was load-up day for the fifth Time Trial weekend of the year. Our destination was Chuckwalla Valley Raceway, which is located 50 miles east of Indio. Orange Coast Region was hosting a DE day (no timed runs) on Friday, which was followed by our regions DE and TT

on Saturday and Sunday. We drove straight to the track, unloaded the car, detached the trailer and set up an area in the pits for ourselves and others that would be joining us. Then we drove 50 miles west to Indio, checked into the motel and walked to the Fantasy Springs Casino, which has 2 excellent restaurants. After dinner, Kathy found a slot machine that she liked and made enough money to pay for dinner and then some!

There were approximately 50 drivers split into 4 run groups on Friday, which gave us a lot of laps with very little traffic to interfere with your learning process. Track record holder Dwain Dement rode with me for one session and made some excellent suggestions that gave me techniques to practice the rest of the weekend. We had a light rain shower in the afternoon that kept most people off of the track for about an hour, but nothing as serious as would follow that evening. Chris MacDuff, one of my favorite instructors, offered to take me for a ride in my car after the rain. I immediately realized how slowly I had been driving. Chris was easily taking the two turns following the banked bowl at least 20 mph faster than what I was doing! I drove the next session and tried to apply what I had learned from watching Chris. Traffic was very light, and I stayed out until they threw the final checkered flag to end the day.

At 1:30 AM, both of our phones lit up with flash flood warnings! We looked out the motel window and the rain was coming down almost horizontally. Lightning was striking all around us, and the thunder was rumbling constantly! In the morning, Highway 177 that goes to the track entrance was closed. About eight of us waited while a 'scout' went out to see if he could get through. When he did not return, we

moved one of the cones and drove to the track. There were several areas where the run-off had crossed the road, but no real problems getting to the track. Damage at the track was much more severe. Rain had washed away the dirt next to the track in several places leaving a 10 to 15 inch drop off from the pavement to the dirt below. Turns nine and ten were covered by mud half-way across the track and had standing water on the inside of the track. We missed all three of our morning sessions and one of our afternoon sessions while they worked on the track.

When the track finally opened, everyone proceeded very carefully because of the dust on the track and unknown condition of the dirt/mud if you went off track. I improved my time in each of the Saturday sessions, and in the first two sessions on Sunday. I was still in the bottom ten of the times recorded but was making progress, feeling more confident and getting closer to my best Chuckwalla time. In the timed runs at the end of the day, I actually did my best time of the weekend. That was the first time in several years that I had bested my AX or TT practice time in the scored runs at the end of the day!

As we towed Stan home, I was reminded of the horrible drivers around me and the valuable lessons that PCA-SDR has taught me that can be applied every day to any driving situation. I reflected on the opportunities missed during our 36 years of inactive membership, the loss of the beautiful RTB, the thrill of turn 8 at Big Willow, the wonderful PCA members, and the successful Chuckwalla weekend. I hope that you will join us in a PCA-SDR event soon so you can have some wonderful new memories to reflect on. 🦅





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For questions about autocross and how to join in, please e-mail ax@pcasdr.org



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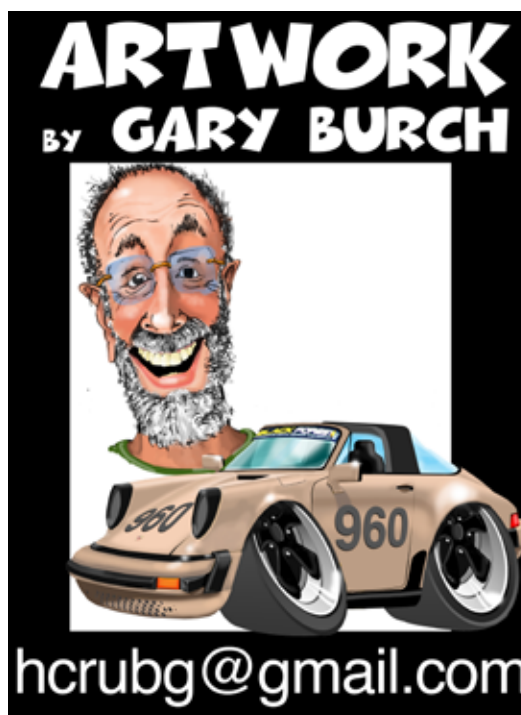
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