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The official publication of the San Diego Region Porsche Club of America
September 2017



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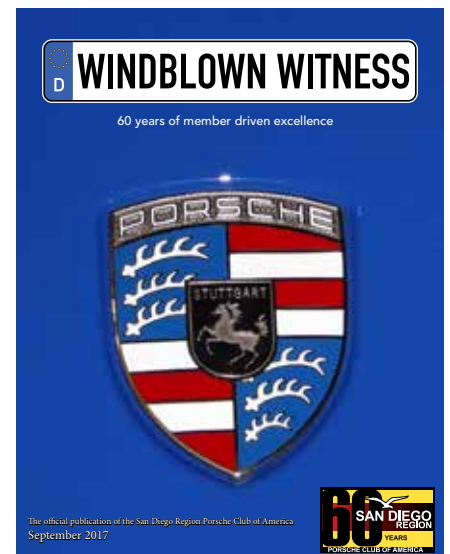
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The Windblown Witness (USPS 361-790) is the official publication of the Porsche Club of America, San Diego Region, Inc., and is published monthly. \$14 of each member's annual dues is for a subscription to the newsletter. Copies are also available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

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

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

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Up Front- Where the Engine Belongs



I hate deadlines, But here I am working to beat a holiday weekend and get out the September issue. Thanks to all of the contributors who provided articles and photos, please keep them coming. The next issue I will need to get out earlier as the last weekend will be our Willow Springs track weekend.

After a long summer hiatus, the big rack events will start again with a PCA Club Race and a SDR Time Trial at Big Willow. We already have 60 entrants for the TT, so don't delay as it should be a great event. Steve Grosekemper is planning on bring back the 911SC and I will be continuing my rookie club racing season in the 944Spec Punkin. Even if you don't want to drive, consider coming out and volunteering at the track and enjoy the racing atmosphere. Contact me if you are interested in volunteering.

Speaking of Club Racing, while SDR was on summer break, several SDR members have taken advantage of the West Coast Series and were racing at events at Laguna Seca, Sonoma Raceway and soon at Thunderhill over Labor Day and then the Utah Motorsports Campus 2 weeks later. At the Laguna Seca event, class winners included Bob Mueller in GT4, Sohaib Kureshi in GTA1, John Ball in GTA2, and Isabella Busalacchi in 944Spec. Also competing were Dan Carusillo, Bruce Wing and Phil Strong. At Sonoma Raceway the race class winners were Bob Mueller in GTA3, Rob Phillips in GTA2, Peter Czajkowski in GT4, Frank Powell in GT4, and also competing were Jeff Schmidt and Phil Strong.

And just a few weeks later, we will be heading out to Chuckwalla Valley Raceway for a DE/TT event. We will be running clockwise and this is also a very popular venue as it is a relatively short drive from San Diego and a great training track with lots of open area and a wide track that allows for pushing your envelope without causing problems when you find yourself outside that envelope. The other special SDR event will be our annual

Concours at Spanish Landing East on Saturday, September 16. Cars will start arriving early and there will a full day to enjoy the beautiful Porsche on display for judging as well as those just parked in the Corral.

If the big tracks are not your cup of tea, there will be an autocross in the West Lot of Jack Murphy (Qualcomm) Stadium on Sunday the 10th and again on the 24th. We are not sure how much longer we will have access to this great driving venue, so try and enjoy it while you can.

The other event that we put on at the Stadium is our Performance Driving School, and the fall event this year will be at the end of October, from the 27th to 29th. No matter what you drive, Porsche or minivan, this school will enhance your driving skills and make you a better and safer driver. Plan on signing up soon, it is a great experience and a bargain to boot. Check out Keith Verlaque's article on the school in this issue.

Also in October will be a Mystery Weekend on the 14th & 15th and the Wine Country Fall Tour from the 21st to the 29th in Napa Valley. And the LTS will be just down the street from me at Peohe's on Coronado on the 31st, yes that will be Halloween. And looking further ahead to November, we will be at Buttonwillow raceway Park to end the season at the Double Crown Club Race and Time Trial event on November 11-12. Start planning now.



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*Karen Garcia Raines,
SDR President*

Volunteer Driven

Our 60th year is moving into fall and as usual we are busy, busy, busy. In September we are having two autocross events to get your driving fix. September 16 is our Concours by the Bay with a 60th Anniversary timeline. We are even having a tech session on a Friday night – date night has a special feel for PCA members.

October might be even busier, with a Wine Country Tour (sold out), a TT/DE at Chuckwalla (probably selling out as I type). There might still be time for you to register for the always-popular Mystery Weekend.

Our fall Performance Driving School will be October 27, 28, and 29. This event provides a fun and challenging opportunity for PCA members to be better Porsche drivers. Register now as this event always has lots of demand.

If that 's not enough don't forget the Last Tuesday Socials and board meetings.

It takes many volunteers to make all these great things happen, including those who volunteer to serve on our board. PCASDR members get the

chance to choose the next round of board members. Thanks to the candidates: Jeni, Marc, Mike and Victoria. Please take the time to show your appreciation for their willingness to lead the Region and vote for the people you think will do the best job.

Come out with your PCA friends and enjoy a PCASDR event this fall.



Porsche Club of America – San Diego Region

Fall 2017 Performance Driving School



356
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944
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993
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987
991

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Oct 27, 28, 29

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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.

PDS: 3-Day Schedule

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

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

To Register: <http://www.pcasdr.org/events/2017-10>

For More information: cdiq@pcasdr.org





Concours by the Bay

Saturday, September 16, 2017

Spanish Landing Park East in beautiful San Diego

Join us as our Club celebrates its 60th year at the San Diego Bay with a grand display of Porsche cars. Over 140 beautiful Porsches were on display last year. This year we will be including a special display of cars spanning a 60 period. This will be a unique experience not to be missed by car enthusiasts!

Pre Register at: <http://msreg.com/SDRConcours2017>

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Buttonwillow Double Crown PCA Club Race - November 11-12, 2017

PORSCHE



Club Race Registration opens Monday September 25

ClubRegistration.net <http://register.pca.org>

Latest info at www.pcasdr.org

The points races at this Club Race will earn points towards the West Coast PCA Championship Series as well as the PCA National Championship



August Board Meeting

Attending: Karen Garcia Raines, Tom Gould, Bob Hallett, Tom Brown, Keith Rampmeier, Sara Gengler, Dan Carusillo. **Absent:** Matt Schiller

Call to Order: 7:08pm

Secretary (Keith Rampmeier): Approval of July minutes. M/S/P. eVote: Griot's Garage Tech Session on Friday Sept 8 in Escondido. eM/S/P.

Treasurer (Tom Brown): Monthly treasurer's report. M/S/P. Standing rules change about event budgeting for a reasonable surplus that can then fund non-revenue events for the Club. M/S/P.

Current:

Generally, events shall be planned to generate enough revenue to cover or exceed their costs. This includes covering any bank, Paypal, credit card, MotorsportReg.com, etc. fees incurred, including charges stemming from the registration process. Exceptions include non-revenue generating events which the club subsidizes with prior approval of the Board. If the Board has pre-approved a subsidy for an event, the budget for that event should break even when the subsidy is factored in.

Proposed:

Generally events shall be planned to generate a reasonable surplus of revenue over and above their costs. This is to protect the club from unforeseen circumstances which may lead to unexpected expenses or unanticipated revenue shortfalls. Anticipated expenses should include any bank, Paypal, credit card, MotorsportReg.com, etc. fees incurred (including charges stemming from the registration process). Non-revenue generating events or other events which the club chooses to subsidize (with prior approval of the Board) are exempt from this requirement. If the Board has pre-approved a subsidy

for an event, the budget for that event should break even (or better) when the subsidy is factored in.

President (Karen Garcia Raines): Cars and SDR on Sunday Dec 31 (New Year's Eve day) will be left on the calendar. Last Tuesday Social locations from September and on are needed.

Parade report: SDR won Best in Class for our website! Congrats to Greg Bartley and team! Our own Tom Brown won the Zone Reps' Award of Merit, which is presented to the most deserving PCA member Club-wide, as selected by the Zone Representatives. Our fellow Zone-8 Regions were successful as well: Arizona won Region of the Year and the runner-up was Santa Barbara. Golden Empire received an Honorable Mention Award for Public Service and Orange Coast Region won best overall newsletter. Kathy Smalley won Ladies Top Time of Day in the autocross!

60th Anniversary (Tom Brown): July 29 AX 60th entrant was Robert Makar. 60th Anniversary timeline for the Concour has 30+ cars registered. WE NEED YOUR CAR to help complete the 60 year timeline!!! Please contact Tom!

Concours (Cara Lyn Greco, Bob Schweitzer): Concours update: 6 sponsors committed, beer/wine sponsor secured.

CDIsQ (Keith Verlaque, Andrew Raines, Rick Richardson): Spring PDS reconciliation submitted. CDIs want to again thank John & Sunny Rickard and the Black Forest team for their sponsorship of PDS including the Friday night venue, chairs, and EVERYTHING they do for us!!! Other news: 4 new AX drivers became instructors! Budget submitted for Fall PDS (Oct 27-29) includes a 2nd water truck to help keep things running smoothly. M/S/P.

Social (Victoria Varon): Tapas and Chocolate had another delicious Tapas dinner with 16 great people. New Member picnic was a great success, with new and current members coming out and connecting over tasty Belgian Waffles. Mystery

Weekend email will go out this week. Progressive Dinner on November 4- looking for host homes in middle/south/east San Diego.

Nominating Committee (Bob Hallett, Martha McGowan, John Straub): Nominations complete for the 3 open Board seats. The nominees are: Mike Miller, Marc Matanza, Victoria Varon, Jeni Noerenberg, and Marcela Aquirre. The board thanks the NomComm for their hard work!

Tech Sessions (Jim Mullady, Ulrick Matsunaga): We have two upcoming tech sessions on the calendar: August 19 with Hoehn and one Friday September 8 with Griots Garage at an Escondido location. A La Jolla Audio tech session in the works.

Goodie Store (Bob & Betty Hallett): Request for budget to order license plate frames with "Porsche Club of America San Diego Region". M/S/P.

Rally (Eric Marc-Aurele, Craig Fenstermaker, Tom G): Budget reconciliation submitted for Rally. 15 of 25 entrants showed up. Combination with the New Member party was a success!

Membership (Genette McGowan, Gisele Gonzales): Membership report: Primary/Affiliate/Total: 1,706/995/2,701

Web Master (Greg Bartley): We won 1st in class in the PCA National Website Contest! Update on website: need to upgrade Classifieds and update the online Goodie Store. Discussion of adding a PayPal account for online payments, Treasurer to investigate further. Need to take over paying website hosting fees from a member.

AX (Mark Curran): AX report for 7/29 event in the SE Lot and reconciliation submitted. Local car clubs are meeting as a group on 8/22 to see what we can do together for a Qualcomm replacement. Discussion of future of AX & PDS events post Qualcomm Stadium.

Auto Museum (Michael Harris): "Japanese Steel" is the current exhibit extending until September 17. For Porsche enthusiasts the most interesting car is the 1991 Toyota Eagle IMSA GTP race car built by Dan Gurney's All American Racer shop. This car raced against the Porsche 962 in

IMSA trim. Rare performance street cars include the 1967 Toyota 2000 GT, a 1991 Nissan Skyline GT-R R32, and a 1993 Acura NSX. The Museum also offers an extensive motorcycle collection, as well as a wide range of vehicles from brass cars to a 1931 Cadillac coupe to a 1966 Bizzarrini V-12 racecar.

Other Committees: No report submitted for this month.


New business:

John Straub invites all members to his art exhibit in Monterrey during Historics Week. He requested an eBlast invite to be sent. M/S/P

Adjournment: 8:40pm

Announcements:

Thanks to Dan & Katina for hosting!

Next Board Meeting: Sept. 6 at the Marc Matanza and Jane Aguilar home. 4713 Butternut Hollow Lane, Bonita CA 91902, 619-851-7919 



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60th Anniversary Timeline Display at the SDR Concours

The 60th Anniversary party continues at this year's region Concours on September 16th! As part of our 60th Anniversary celebration for the San Diego Region, we will feature a display of Porsches covering each of the years of the region's history: 1957-2017, in a special display at our Concours. All models of Porsches are welcome. (And we will also display other vintages as well, if you have an earlier vehicle.) We anticipate that we will have multiple candidates for each year; in that case cars will be selected based upon their uniqueness, collectability, rarity or other interesting characteristics. Be sure and tell us why we should select your car. (We will notify you if your car is selected to appear in this prestigious display.) If you would like your Porsche to be in this display, now is the time to register at <http://pcasdr.motorsportreg.com> No entry fee to display. If your car is not selected, you are still encouraged to come display it in the Porsche Corral at the event. All cars are also encouraged to enter the Concours, of course! 60th Display cars can also enter the Concours! See <http://pcasdr.motorsportreg.com> for more information.

July 60th Anniversary Winners!

Robert Makar was the 60th entrant to the July 29 autocross thereby winning a free entry for himself! Felicitations to Robert.

As you may have read previously here in the Windblown Witness, we are celebrating 60 years of the San Diego Region of PCA this year. Part of that celebration is a free entry for the 60th entrant to certain events, during the 12 months from February 1, 2017 to January 31, 2018. Another component is a random drawing for free prizes from the entire region membership every 60 days. (See the February 2017 issue for full details.)

This month Robert won, next time it could be you! See you at the next event!





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Sept. 30 & Oct 1, 2017

Time Trial Registration opens August 20

Club Race Registration opens August 14

The points races at this Club Race will earn points towards the West Coast PCA Championship Series as well as the PCA National Championship



Back Country Tour 8-6-17



Photos by Greg Phillips

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September 2017 - October 2017

September 6 Wednesday Board & Member Meeting

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

Place: Mantaza-Aguilas home, 4713 Butternut Hollow Lane, Bonita CA 91902, 619-851-7919.

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

September 8 Friday Tech Session - Griots Garage

Time: 6:30 PM

Place: Detail Supply Plaza, 127 S. Vinewood St., Escondido, CA. 92029

Details: This not to be missed Tech Session will focus on proper care for your paint as well as for the interior of your Porsche. Cleaning of and maintenance of all of your car surfaces will be discussed and various products will be demonstrated. There will be raffle prizes for attendees including a D/A Polisher!

This will be a great opportunity to review various products and to be able to question an expert about all car care issues you may have regarding your car.

September 10 Saturday PCA-SDR Zone 8 Auto Cross West Lot

Place: Qualcomm Stadium

You will be required to show your PCA member card and driver license in the tech line.

-Autocross fee is \$60 pre-registered, Walk Up fee is \$90 (not available to PCA members with "student" status).

-No Show/Cancellation fee is \$20 if not cancelled online the Wednesday prior to the event by 11:59 PM

Tech Inspection opens at 6:30 am and closes at 7:30. If you are not in line by 7:15, you will be charged a \$20 late fee.

Register on <http://pcasdr.motorsportreg.com/>

September 16 Saturday PCA SDR Zone 8 Concours

Time: 6:30 PM

Place: Detail Supply Plaza, 127 S. Vinewood St., Escondido, CA. 92029

Details: This not to be missed Tech Session will focus on proper care for your paint as well as for the interior of your Porsche. Cleaning of and maintenance of all of your car surfaces will be discussed and various products will be demonstrated. There will be raffle prizes for attendees including a D/A Polisher!

This will be a great opportunity to review various products and to be able to question an expert about all car care issues you may have regarding your car.

September 24 Sunday PCA-SDR Zone 8 Auto Cross West Lot

Place: Qualcomm Stadium

You will be required to show your PCA member card and driver license in the tech line.

-Autocross fee is \$60 pre-registered, Walk Up fee is \$90 (not available to PCA members with "student" status).

-No Show/Cancellation fee is \$20 if not cancelled online the Wednesday prior to the event by 11:59 PM

Tech Inspection opens at 6:30 am and closes at 7:30. If you are not in line by 7:15, you will be charged a \$20 late fee.

Register on <http://pcasdr.motorsportreg.com/>

September 24 Sunday PCA-SDR Cars & SDR Jessie's Bake Shop in Carmel Mountain

Time: 8:00AM to 10:00AM.

Place: 12075 Carmel Mountain Rd, San Diego, CA 92128
Cross Streets: Near the intersection of Carmel Mountain Rd and Conference Way

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

Sept 29 Tuesday

Last Tuesday Social

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

Place: Last Tuesday Social – Bracero Cocina (Little Italy)

Bracero Cocina 1490 Kettner Blvd San Diego, CA 92101, (619) 756-7864

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

Sep 30 - Oct 1 Weekend

PCA-SDR TT/Club Race Willow Springs

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

Details: To start the second half of the season we make our annual pilgrimage to Southern California's reference track, the 2.5mi 9-turn Willow Springs International Raceway for a Time Trial and Club Race! Registration opens August 20 at 9:00 am at <http://pcasdr.motorsportreg.com>.

October 6 Wednesday

Board & Member Meeting

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

Place: Powell home 8373 Sugarman Drive La Jolla, CA 92037, 619-985-2997

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

Oct 14-15 Weekend

PCA-SDR Mystery tour

Back by popular demand is the infamous Mystery Weekend!!

The cost of the Weekend is \$450 per couple or \$395 for a single driver. (Single drivers~ contact Victoria for registration instructions.) Price includes the tour, a one night hotel stay, lunch, dinner, and fun, fun, fun! Because this event has been highly anticipated and sold out last time, it is sure to sell out (we have limited spaces available!) please register NOW by clicking on this link: msreg.com/mysteryweekendfall

Oct 21- 22 Weekend

PCA-SDR Chuckwalla Drivers Ed & Time Trials

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

Details: TIn October we return to the newest track in Southern California for another novice DE and experienced driver Time Trial running clockwise again! Registration opens September 10 at 9:00 am at <http://pcasdr.motorsportreg.com>.

Oct 21-29 Week

PCA-SDR Fall Wine Country Tour

Looking for an unforgettable journey of the best California countryside? Join the San Diego Region of the Porsche Club of America as we take a week long tour of the best wine country in America: Sonoma and Napa counties

Details: The tour will begin on Saturday, October 21, 2017. We will tour per the schedule below to finish on Sunday, October 29, 2017.

The cost of the Weekend is \$2699 per couple. Please register NOW by clicking on this link: <http://msreg.com/WineTour>

Oct 27-29

PCA-SDR Performance Driving School (PDS)

his three-day school (Friday evening, Saturday and Sunday all day) is intended to teach PCA members Performance Driving techniques in their Porsche

No prior Performance Driving experience is required.

Available only to PCA members at a cost of \$475 per person

Registration is only available online and requires payment with a credit card. Register on Motorsportsreg.com

Oct 29 Sunday

**PCA-SDR Cars & SDR Jessie's Bake Shop
in Carmel Mountain**

Time: 8:00AM to 10:00AM.

Place: 12075 Carmel Mountain Rd, San Diego, CA 92128
Cross Streets: Near the intersection of Carmel Mountain Rd and Conference Way

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

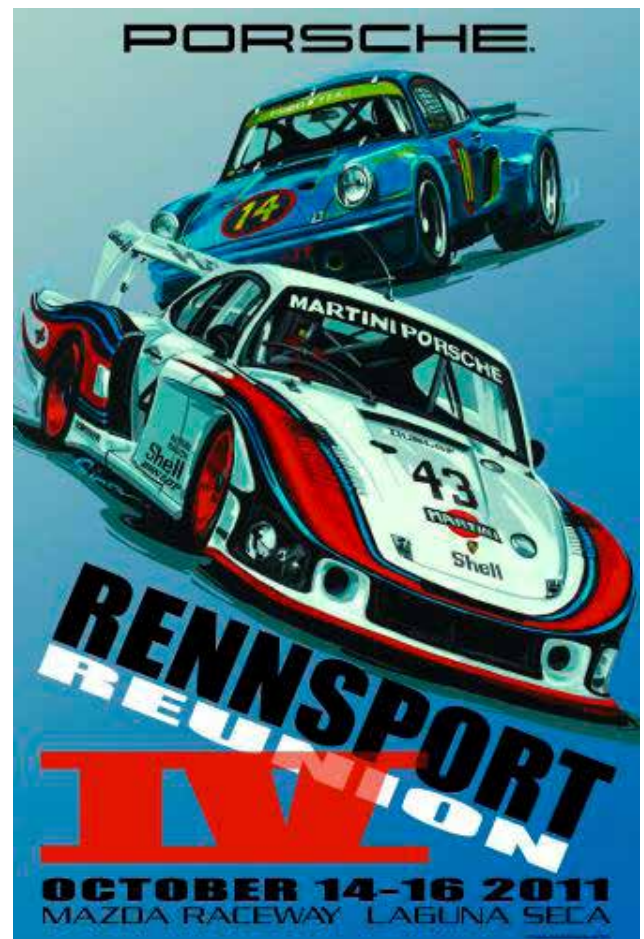
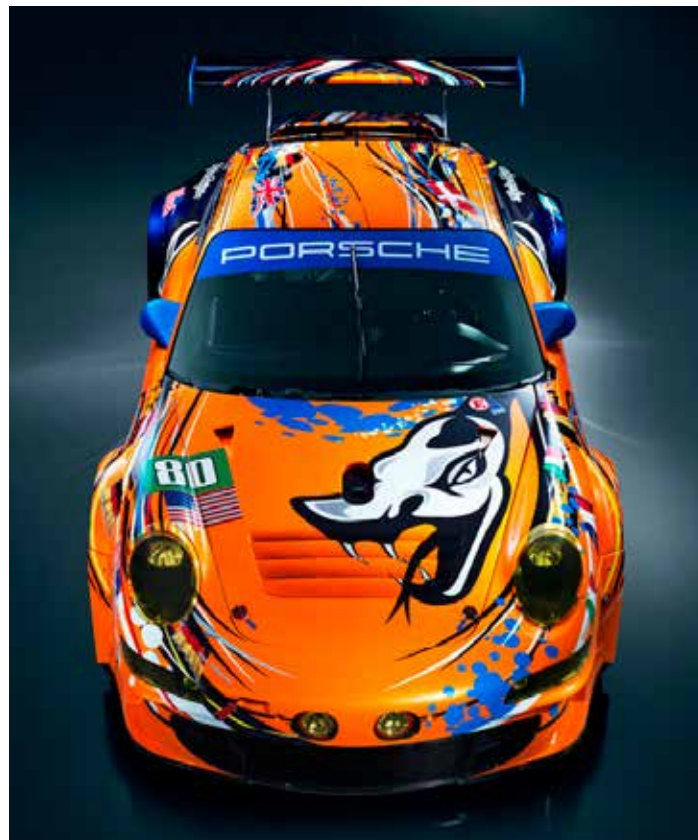
Oct 31 Tuesday

Last Tuesday Social

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

Place: Last Tuesday Social – Peohe's (Coronado)
Peohes on Coronado 1201 1st S Coronado, CA 92118.

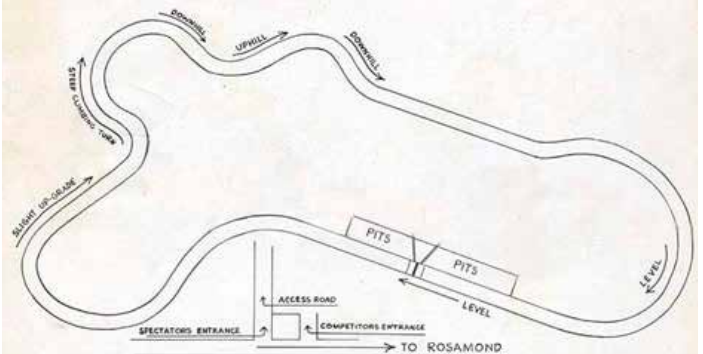
Details: Meet up with your Porsche club social friends
6:30, dinner at 7pm



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The View from the Back



By Steve Eisler

Photos by Greg Phillips

Before we highlight the Autocross on August 20th the View from the Back is going to profile one of the new drivers who has started at the back of the pack, like all of us, and gone to the front. Marcela Aguirre drove in her first PCA event at the Performance Driving school in the fall of 2015. Although I worked at that event, Kathy and I did not meet her until April of 2016 on the Porsches and Parks tour. I told her, "I didn't know your name I remember the huge smile on your face every time you came to the starting line! I was surprised that I did not see you at any of our Auto Cross events."

"After the PDS I was hooked on AX" Marcela replied. "I drove events with Orange county PCA, BMW and even some SCCA practice sessions. Basically, I never stopped AX'ing. My first SDR event was on April 26, 2016 just after the Parks tour. I got fourth in my class and my BRI was 63." (The Bench Racers Index, BRI, is an indexed time calculated based upon the car you drive. Faster cars like a GT-3 have their time multiplied by an index greater than 1.0 because drivers of those cars should be faster than most other cars. Drivers of 944's and early Boxsters have their

time multiplied by an index number less than 1.0 since these lower powered cars will be slower even with a good driver. The results show the hypothetical placing of each driver if they all were driving the exact same car.)

"I drove 6 more AX events in San Diego in 2016 and continued driving with BMW and anyone else who was having an event. I did Evolution School Phase One and Two and a DE event at Chuckwalla." By the August AX in the Southeast lot at Qualcomm, Marcela jumped up to 11 on the BRI index. I asked her "What accounted for that big improvement?"

"Doing a lot of events and getting more seat time. Reaching out to friends and having them ride with me and show me how to get faster and the DE on the big track where you get a better idea of how fast you can go and how your car handles at speed. I also was fortunate to have instructors like Andrew Raines, Donald Auten, Robert Joe and others help me. Those guys always have a big smile and are willing to help you whenever they can!"

At the awards party at the end of 2016 Marcela was given the Rookie of the Year Award. I think



everyone at the party felt that she deserved that award.

This year she has broken into the top ten on the BRI list several times and is in first place in CC07. She has finished first or second in class in every AX this year. I asked her what advice she had for people just starting to race auto cross.

“Set goals for what you want to achieve. Try to work hard on one concept each time you drive. For example, smooth acceleration, trail braking or getting closer to the apex cones. Remember to reach out to your favorite drivers and ask them for advice. And, most important, don’t forget to have fun!”



Marcela has taken her white 2012 Boxster from the back of the pack to the top ten in just over a year. Other than using high performance tires, she has made no modifications to her car and the most enjoyable part of her journey to the top and the thing that keeps her coming back is “The friends that I have made.”



This year’s Fall PDS is October 27, 28, and 29. Enrollment is opened now. Join Marcela and the rest of us to learn how to correctly drive your Porsche and, if you enjoy it as Marcela did, come to an auto cross. Instructors are available whether you have been to the PDS or not. Sign up early because this event usually sells out!

The August 20th AX was run on a track with many opened sections that allowed the driver a choice of lines to get through the obstacles. There was only one long tunnel section that was lined by cones on both sides. It was the same course setup that was used in July last year but the TTOD (Adam Gill – 1:37.93) was 10 seconds slower than last years’ time. I believe some of the high-speed sections were tightened up and some extra turns were added to account for the change in time. In any case, I really enjoyed this course. After the start,





to give the corner workers time to get displaced cones reset.

Mike Thibodeaux was second in CC08 in just his fifth event. Third in CC08 was Julien Brandt, in his first event with SDR, with a time of 1:43.74 just 0.01 seconds behind Mike. Our auto cross chairman, Mark Curran, who barely has time to fit in practice runs was 7th overall (1:39.97) and second in BRI! Anastasia Berta continued her dominance of SS04 with her sixth win in a row with a time of 1:45.91 which was 31st position on the BRI list. Tom Tweed in CC14 (1:38.77 second overall and 28th on the BRI) is the only other driver to have won six events in a row this year. There are two AX events in September. One on the 10th and the other on the 24th. Enter one of these and get ready for the PDS in October!



there was a 3-cone slalom followed by two 'box' turns that formed one long slalom. My problem was not getting setup properly for the very first slalom cone and that slowed me down for the rest of the section. The tunnel section near Friars road had some high-speed sweeping curves leading to a big 180-degree curve in the corner of the parking lot. From the exit of this curve there were a series of corners marked with cones that required looking ahead or you could easily miss a corner. This was probably the fastest part of the course. We ran 16 laps again which was a bonus since it took several laps to 'learn' the course. The corner workers had to reset a lot of cones in the first practice sessions but things settled down during the second practice runs. During the timed runs the corner workers were busy again as many drivers were hitting cones. At the starting line, we were allowing more time before starting each car

From Putz to Porsche-pilot in two and a half days

By Keith Verlaque

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

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

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

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

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

Maintaining a high visual horizon gives you good data early. The earlier you see an issue the more time you have to implement a countermeasure. Instructor tip: Look much

further ahead than you are used to. The sooner you are aware of an obstacle the more time you have to implement counter-measures to address it.

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

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

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

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

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

Know your limits and stay within them-avoid overdriving.

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

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

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

Choose calmly driving around an obstacle

rather than panicking and slamming on your brakes only to then become a part of the obstacle.

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

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

Do not try and “get away with” things as you drive – you don’t need to be sneaky or “cheat” to achieve your goals on the street for example, driving on the shoulder or cutting in front of others.

Respect other driver’s/rider’s space – give them room rather than blocking them.

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

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

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

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

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

Be well Trained: Like a pilot who has to achieve so many hours of flying per year to retain his

pilot’s license, consider enrolling in some driving technique improvement classes.

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

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

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

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

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

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

So, far be it for me to accuse anyone of being a Putz, but ... if you’re seriously interested in embarking on the journey towards driving like a Porsche Pilot, San Diego Region of PCA has a Performance Driving School coming up on My 5th, 6th and 7th where you can jump start your improvement program via a concentrated series of instruction and exercises lasting two and a half days.

As a Porsche owner, you will pretty soon realize that \$500 does not go a long way, but, if you can find better value for money than the PCA-SDR Performance Driving School ... you owe it to the rest of us to let us know what it is. I hope to see you at the PDS.

Parade- clockwise from upper left July 7- July 8- July 9 & July 10





Text & photos Greg Phillips

Since we have a 2-day rule of thumb on driving to Porsche Parades, if we can drive there in 2 days we will otherwise we fly in. But at 21 hours, this was pushing the envelope. Pat decided the 968 would be a good choice as there was plenty of room with the hatchback and also the passenger seat would recline to allow for snoozing, which the Boxster would not allow. The drive up was split into thirds as we left after work on July 5 and drove from San Diego to my sister's home near Fresno. The next morning we headed further north on the highway 99 until it ran into the I-5 near Sacramento. Near Lake Shasta at Weed we left the freeway and headed northeast on the US-97, the Volcanic Legacy Scenic Byway. This was a nice open road through northeast California and then to eastern Oregon.

We stopped at Klamath Falls and spent the night in a cute old-style A-1 Budget Motel and the next morning we left early and headed past Crater Lake and stayed on the 97 through Bend and past Mount Hood until we got to the I-84 and headed east until we turned north again and into Washington at Kernnewick where we took the US-395 north until we met the I-90 that took us into Spokane. We were using the Google Maps and had entered the Davenport Historic Hotel and when we arrived and tried to check in, we found out we were actually booked in the Davenport Grand and we were back in our 968 and over to the Grand where they were

now expecting us and the check-in went very smoothly. It was a harbinger of the excellent service we were provided for the entire time at Parade by the Davenport staff.

We arrived around 6 pm but sunset was still a few hours away in the far north in early July so we had time to look around and check out the Riverfront Park and Convention Center across the street from the hotel as well as the Concours prep area where a lot of car cleaning was going on in the garage.

Saturday we were up early and headed out into the neighborhood for breakfast and found a nice diner a few blocks away and then explore more of the downtown area as we walked back. Although it was a dry heat, it warmed up quickly during the day and was in the low 90's so it was nice to find that the car wash area was in the shade. After cleaning off the dust and bugs the 968 looked much better.

In the afternoon we were able to meet with John Novotnak and the rest of the photo team and we were also able to get through early registration and start working on some of our photo assignments. I was taking some more photos of Concours prep and also the Welcome tent. In the evening we headed back to the Riverfront Park to explore further and check out the walking bridges and the falls. It was still warm and 91 degrees



at 8:30. But it felt cooler down on the river and made for a nice hike until sunset and then we headed back to the hotel.

Sunday was the official start of the Parade and Pat was working in registration and I was checking out the rest of the Parade areas, including the Goodie Store that was open and Art Show that was just setting up. I also took a walk through the garage checking out the variety of personalized plates from around the country. In the afternoon we headed over to the Zone 8 party at the Doubletree Hilton across the street to mingle with some of the other Zone 8 attendees before it was time for the Welcome Dinner.

This was held outdoors behind the Convention Center on the riverfront with seating on 2 different levels. The buffet was of Bavarian cuisine with a Northwest twist to include huckleberry vinaigrette. After dinner Klaus Zellmer, the new CEO of PCNA made his presentation and then introduced the surprise introduction of the new 2018 GT3, driven in by Paul Gregor with PCA President Caren Cooper in the passenger seat. The big news for 2018 is that by popular demand, there will be a manual 6-speed option, exclusive to the GT3.



Monday was an early start to take photos of the cars being placed on the lawn for the Concours. The venue this year was on an island in the Riverfront Park just across the street from the Davenport Grand. The different categories were spread out among three different areas with the Historical Display clustered around the iconic clock tower.

After the cars were placed and the final prepping done it was time for the judges to begin their work. They set out in teams to judge and review each of the entrants in the different classes. While the judging was going on, PCNA had also set up a display and were handing out goodie bags to the spectators. Also available was a lunch that was served at the Riverfront.

A new procedure for this year was the presentation of awards on the lawn after lunch. The top cars were presented with their trophies in front to the other Parade spectators. It was well received although there was the added stress of getting the judging and protests out of the way in time to make timely presentations. I think it will likely be continued in the future.



Tuesday was our free travel day and we started by driving out to the Michelin Drive and Compare where the autocross competitor would be later in the week. I had hoped to be able to take photos and possibly drive the Boxsters they had brought, but all the scheduled drivers were in attendance so I shot my photos and we headed off towards Idaho. We had looked at our driving options with Google and some of the brochures and Pat decided she wanted to drive into Montana.

So we headed east through Post Falls to Couer d' Alene and then took the US-95 north to Sandpoint and the Lake Pend Oreille. There we took the 200 east again around the northern border of the lake through Clark Fork and then onto the Montana border. After a short drive we stopped for lunch at one of the small stores and then



headed back to civilization. We took a slightly different route back to Spokane. From Sandpoint we headed west to Newport and then headed south; which unfortunately took us onto a section where they were repaving the road and there were lots of rocks and gravel to contend with, but thankfully not too much tar or oil. Other than that there was not too much traffic and plenty of pretty scenery to view until we rolled back into Spokane.

That evening was the Concours Banquet at the Davenport Grand. Since many of the awards had already been handed out on the lawn, there were fewer Concours trophies but there were also several national awards including the Family of the Year, the Troester Family from the Intermountain Region which was handed out by Wolfgang Porsche. The Enthusiast of the Year was also presented to Klaus Huschke of the Inland Northwest Region and our own Tom Brown was presented with Zone Representative Award of Merit.

Wednesday was another early start as I was headed back to the Northern Quest Casino parking area for the first day of the autocross to take some pictures for the photo team. This would have been our day to compete in the Boxster, but when we switched to the 968; its group would be Thursday morning. So this also gave me a chance to look at the track before trying to drive it. It was another small parking lot track, but with several wrinkles that had many drivers going off course while I was watching and taking pictures. It looked busy and not very fast with lots of tight corners.



At the lunch break I took the opportunity to take a track walk and then headed back to the hotel and my next assignment, a presentation by Grant Larson the Boxster stylist with many Alban, the PCA past president. It was an interesting talk as they had an overhead projector for Grant and he was able to show the audience how he sketches when thinking about automotive design. He makes it look so easy.

That evening was the Rally Banquet, which was back at the Casino. I had to scramble to get a backdrop set up for the awards photos but it worked out well, although it was another second place for Paul Young and Paul, Jr. in the equipped class, behind Jessica & J Toney. Good luck for next year.



Thursday was an early start back to the Casino for my autocross. I was in the first run group and had hoped that we could finish up in time to get back to the Hotel for the Gimmick Rally. I checked in after emptying out the car and got in the grid and then we had our drivers meeting to review procedures before they started the session.

My first run did not go so well. I kept the 968 in 1st gear and was running clean until the last corner before the timing lights and I turned in too soon and missed a gate and hit a cone for a 55.092. Second lap was better; I still stayed in 1st gear but the run was clean and I improved to 42.762. My third lap I decided to try and use 2nd gear and although it bogged at one point I improved again to 42.292. Last lap I think I was doing well until I went the wrong way on the slalom and although it was clean it was a little slower at 42.312. Unfortunately my competition was also in a 968, but set up in 968 Turbo suspension and running 18" Bridgestone RE-71R tires and his best lap was a 39.538 which left me in second ahead the 3rd place 1980 928 which ran a 43.534.

After the last lap we parked and then had to wait for 30



minutes after the results were posted in case there were any protests. This gives each entrant a chance to look at the competitor's cars and decide if they feel there were any irregularities that would warrant a protest. After each of my group signed off on the results we were able to leave, but by that time it was too late to get back for the Gimmick Rally.

So instead we took a break and rested and then in the evening we went to dinner at the Italian Kitchen Ristorante. It was well recommended and the food was excellent. After dinner we went exploring further around the river. It cooled off nicely and was interesting to see the old power plants and buildings along the river.

Friday was Tech Day. We started with the Technical and Historical Quiz in the morning and then I was taking pictures at the Tech Academy in the afternoon. There were 4 different teaching areas and every hour would start a new set of lectures. They covered oil, brakes, tires, tuning the new cars and repairing the older models among the many subjects covered.

That evening was the Michelin Autocross banquet and the autocross trophies were awarded. Paul Young was the only SDR driver to trophy as he took 5th out of 14 in the S09M class in his Orange 997S at 42.002. The Zone did better as Kathy Smalley took the I04L class in her Boxster and was also the TTOD for Ladies at 37.053. TTOD for Men was Steve Lau in his GT3RS in I05M at 34.653.



Saturday started with the Volunteer Luncheon in the Riverfront Park and then we headed to the Fairgrounds to get lined up for the Parade of Porsches through Spokane. First we had to get everyone parked and allow for the overhead crane shot by the Photo Team. They were also handing out Porsche flags and then we were sent off with a motorcycle escort through the city, through the red lights and then by the Davenport Grand Hotel before taking us out into the suburbs and then back to the Hotel. It made for a great sight as the long line of Porsches were driving 2 and 3 abreast through the city.

The final banquet was the Victory Banquet and there the trophies for the Tech quiz were presented. It was not a good year for me as I ended up in 6th out of 12 in the transaxle Q07M class. I did well with 37/50 general questions but only 14/25 for the model specific questions. Pat and all 3 of the Young's competed but no trophies either.

Although not an official competition, the Gimmick Rally had a good SDR result as Ben and Joanne Wainscott took 6th out of 157 in the 2 person class. Another big winner was in the Website Category where our webmaster Greg Bartley took the top spot in the Class 5 for the largest regions! Congratulations for a year of hard work.

Sunday was an early start as we packed up the 968 and head back to San Diego. We picked a different route for the trip home although it started with the same trip to Kennewick, this time we headed east on the I-84 and into the western border of Idaho at Nampa where we turned onto the US-95 and headed south until we hit the I-80 at Winnemucca. We spent the night there as the lodging options looked thin past there. We had a nice BBQ dinner and then turned in for the night.

Monday we had a short jaunt west on the I-80 until the US-95 turned off and headed south through Nevada and through Fallon, where the Naval Air Station and Top Gun School are located. This part of Nevada is pretty lonely. This is probably why the Hawthorne Army Depot is located there. It is the world's largest ammo depot. Shortly after that we turned to the NV-360 and then connected us to the US-6 which took us over the pass and into California and then on to Bishop. From there we took the 395 all the way to Apple Valley where we met the I-15 and although we did hit some traffic it stayed light and we rolled into Coronado before sunset.

Next year will be in the Lake of the Ozarks and we will be flying.



Parade-



Marc Matanza



It feels like I have been a member for years and years and feel at home with PCA, San Diego Region. It all started at the age of 16 when an all black Porsche 944 spiked my interest in the Iconic Porsche automobiles. Sadly, to my regret, I let it pass. Fast forward to a little over a decade, at the start of my professional career, the time had come...to revive the dream.

“To own a piece of Porsche history, the 40th Anniversary Limited Edition has a story to tell from race victories to modern innovation.”

Hence, I am the proud owner of the 2004 Porsche 911 40th Anniversary Limited Edition (only 1,963 were produced) and a 2014 Porsche Turbo, with matching car color :). I would like to thank You and the Nomination Committee for electing me to be considered as part of the Board of Directors and am humbled and honored to accept this role, responsibility and deeply moved by it. I have always participated in car events, and attended many car shows, but I would consider myself a late bloomer. Since becoming a member in May of 2013, I jumped right in with no expectations, but to learn more about my Porsche and its capabilities. The journey was unexpected and I am amazed of the camaraderie

between members, the laughter that's been shared, the commitment each member brings and how well organized the club is. I have attended Board and Member meetings, Driving tours, Rally tours, Concours, Performance Driving School, Last Tuesday Socials, tech sessions, Autocross events, unveiling of new Porsche's @ Hoehn and Porsche of SD, Banquets, Installation Dinners, Porsche Parade, most of the social events created by PCA-SDR, Krispy Kreme's C&C, and weekend get-aways just to name a few.

More recently, PCA-SDR opened up a great opportunity in Social Media and I was considered, nominated and since 2015, I have been the Official Social Media Chairperson of PCA-SDR. I created our Social Media Chair Job Description Roles and Responsibility and our Social Media Policy Guidelines as well as our 15 and continuing to grow social media profiles for PCA-SDR. Social media is a great way for regions to stay in touch with its members and offer up to the minute information about the club's activities.

To offer a solid presence on the Board will go a long way, bringing this organization to the next level and possible opportunities with other regions and clubs and businesses. As part of my role as a Board Member, I will approach, engage, communicate and capture your voices and offer a diplomatic response and resolution and propose sound provision on our behalf. As a Porsche member, I found that the San Diego Region is alive and dynamic and to offer my service in return is gratifying. I am in it for a life long journey. Consider me a Lifer.

I leave you with this quote from Dr. Ferdinand Porsche:

“Life itself is a race, marked by a start, and a finish. It is what we learn during the race, and how we apply it, that determines whether our participation has had particular value. If we learn from each success, and each failure, and improve ourselves through this process, then, at the end, we will have fulfilled our potential and performed well.”

– Dr. Ferdinand Porsche

Dr. Marc Matanza

Social Media Chair



Mike Miller



"It's not just the cars, it's the people." When I first joined PCA, I saw this slogan on PCA's web site. Well, this has proven to be truer than I could possibly have imagined. Never have I met such a fantastic group of people! San Diego Region epitomizes this slogan to the highest order. The friends I have made in this club are innumerable. Although superficially the only common bond appears to be the love for a particular brand of car, I have learned that it is so much more than that. The real bond is that of camaraderie. A zest for pursuing this bond through the many and diverse activities this club offers... autocross, big track, Last Tuesday social dinners, back country tours, Performance Driving School, technical sessions, mystery weekends, rallies, ball games, progressive dinners, holiday parties, Porsche Parade, concourses, and so much more.

Throughout my membership I have been extremely active in all that this club offers, through participation in numerous events every month ranging from Big Track to Last Tuesday social dinners. In addition, I am on the autocross and track Tech Team, attend nearly all board meetings, and am an avid Porsche owner. I believe that my participation in so

many diverse aspects of the club provides me with unique insight into the club, and its values, goals, and inner workings. I hope to apply this insight to help in guiding the club, especially during the next two years, which will be highly transitional for our club.

With the impending loss of one of our key resources, Qualcomm Stadium, our club will certainly shift in many aspects. I will be honored and proud to be instrumental in helping our club remain successful during this transition. Former club president Keith Verlaque themed his term "How can I help?" and Dan Carusillo's theme was "We're here to have fun." I plan to put forth the concept of "How can I help you have fun?"

When I received notice that I was nominated for the Board, I was asked to prepare a short biography about myself. Many of you know me, and the more I thought about what to write, the more I realized that it was not about me, but rather about you -- how my position on the Board can contribute to you, the way you have contributed to me. I am honored to be nominated to serve on the PCA-SDR Board of Directors.

Respectfully, Mike Miller



Jeni Noerenberg



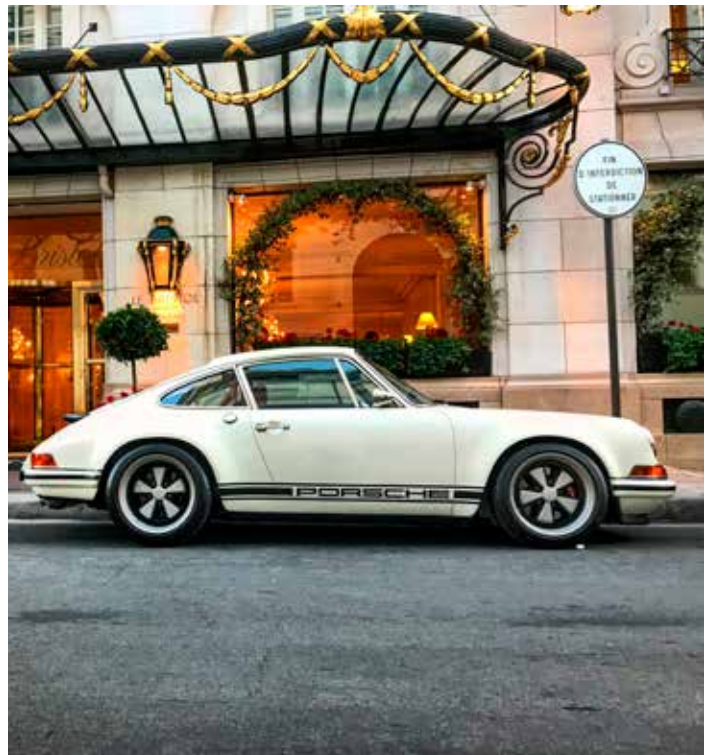
I'm Jeni Noerenberg (Bartley), and it is so amazing to be considered for this year's executive board for PCASDR. I am a second generation Porsche-ophile. My father (John Noerenberg) introduced me to these incredible machines when I was a child. He has continued to enjoy them ever since and I aspired to have one of my very own and come home to the PCA he raved about. When I met my husband (Greg Bartley, our PCA-SDR webmaster), his passion for Porsche fueled my desire to be involved in this tight-knit community. We became active in the Sacramento Valley and Oregon PCA regions. In 2015, we embarked to elevate our hobby and started to collect vintage Porsches, open our doors to the public and restore these classics professionally. Our experience operating a Porsche restoration business has allowed us to delve deeper into the Porsche brand by researching and appreciating the rich history of these cars. We have met so many Porsche enthusiasts and made many friendships along the way, and look forward to many more.

Currently, my role within the club is on the social committee, and I thoroughly enjoy participating

in and assisting with as many events as I can. I am looking forward to the opportunity of becoming far more involved with PCA-SDR. I bring some fresh new perspectives and ideas to grow our region both in membership and activities while maintaining the wonderful traditions like Concours, tours, tech sessions, and social events. We need to be prepared to revamp our autocross and rally events if we lose Qualcomm stadium, so there is ample opportunity to build new relationships with community partners. Through my involvement with clubs in other regions, I have many ideas and connections to introduce to our club. As a physician with Kaiser Permanente, I can bring many new opportunities for community service. I have been involved several organizations in various roles of secretary, treasurer and director, and have learned how to organize and inspire others to find and complete a common goal. I am honored to be nominated and considered to serve the incredible members of our San Diego region and hope to have the opportunity to elevate my involvement and usher in new and exciting developments for the club.

I'm so honored to be considered.

Jeni



Victoria Varon



Victoria Varon is the current Social Chair for the Porsche Club of San Diego and has held that role for the past four and a half years. Her love of all things Porsche began in 2011 when she met her husband, Javier Varon. After three months of dating he decided to take her to the Rennsport Reunion in Monterey. Upon seeing the hundreds of Porsches (especially the parade of 356 cars - her favorite), she was hooked. The beauty and elegance that the Porsche brand possesses was enough to make her a fan. In fact, in their 6 years together, she and her husband have owned 14 Porsches... their first purchase being a 356, of course. Shortly after her introduction to Porsche, Javier decided to take her to a progressive dinner, and introduced her to several of his Porsche friends including Beverly Gould, who was the current incoming President. Bev said that the Club was looking for a Social Chair, and without knowing much about the role, Victoria agreed to take it on. In this capacity, she has brought a myriad of social events to the calendar including the first and second annual Porsches and Parks tour, mystery weekends, progressive dinners, movie nights, wine tasting tours, cars and coffee events, new member and volunteer parties, winter formals (which she's nicknamed Porsche Prom) and much more. Over the years, Victoria has gotten a taste of everything our Club has to offer. She's been a student of the Porsche Driving School, Porsche Parade,

had her hand at Autocross, and attended track events with her husband. She's also been very passionate about bringing together the ladies of Porsche, including wives of Porsche lovers who may otherwise not have participated as readily. She's been the proud recipient of the PCASDR enthusiast of the year award and family of the year award.

Victoria is the Owner of Endeavor Group Real Estate alongside her husband and has been helping people make their home dreams come true as a successful Realtor, selling tens of millions of dollars in Real Estate for the past 5 years. Previous to that she worked for a transformational training company where as a senior staff member, she fulfilled a variety of executive functions and provided coaching to thousands of individuals. Victoria's role included training participants in such disciplines as leadership, understanding and adapting to personality profiles, listening, working effectively with others, communicating powerfully and producing results never before imagined possible with ease, excellence and effortlessness. In addition to this work experience in transformation, Victoria completed a 9-month Ontological coaching program in Minnesota and is a part time life coach for a select group of clients. Just recently this year Victoria started a nonprofit corporation that is designed to continue to produce life altering workshops for people who are ready to take their lives on to the next level. She holds the position of Founding President of the Board of Directors for the Elevate Leadership Community.

Victoria is looking forward to continue bringing in more new and favorite exciting social events to the Club. This is often the first point of entry for our new members and gives them a taste of what we have to offer as they meet members and expand their horizons based on those conversations. She's honored to be nominated and inspired by the possibility of joining the Board to support our Club in growing and being even more successful. She's an outside the box thinker and is eager to bring her creativity and innovative ideas to the Board. Victoria lives in Oceanside with her loving husband, Javier, has two amazing and inspirational daughters, Julia and Sierra, and a loyal Great Dane/pointer mix, Jackson. And although her daily driver is a Tesla Model S, she loves her current Porsche babies: a 993 Ruf BTR, a 2001 Boxster S, and a 2017 Cayenne S E-Hybrid.

In Service,
Victoria Varon
Owner/Realtor
Endeavor Group Real Estate
VictoriaVaron@gmail.com



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Membership

New Members

Victor Adams
Fallbrook, CA
1995 911 Carrera 4 Coupe

Aaron Basey
Carlsbad, CA
2013 911 Carrera Coupe

Asher Burke
San Diego, CA
2014 911 GT3 Coupe

Jeff Bushman
San Marcos, CA
2010 911 Carrera

Patrick Campbell
Carlsbad, CA
1992 911 America Roadster Wide

Ryan Carr
Carlsbad, CA
2009 911 Carrera

Wayne Dillard
Carlsbad, CA
2003 911 Carrera 4S 996

David Dixon
Carlsbad, CA
2005 911 Carrera S Coupe

Steven Dixon
Carlsbad, CA
2005 911 Carrera S Coupe

Albert Hilt
Palm Springs, CA
2012 911 Carrera Cabriolet 991

Paul Horstmann
San Diego, CA
2007 Boxster Convertible

Yoon Huh
San Diego, CA
1996 911 Turbo Coupe

Calan Keyton
Oceanside, CA
2014 Cayman S

Theresa Kim
Carlsbad, CA
2013 Boxster S Convertible

Ebin Lanfried
San Diego, CA
1980 911 SC Coupe

Jonathan Laymon
Del Mar, CA
2011 Boxster Spyder

Tom Mackie
Carlsbad, CA
2014 Cayman 2 Door

Keith McKenzie & Lesley McKenzie
San Diego, CA
2008 911 GT3 Coupe

Ron Montbleau
Solana Point, CA
2006 Cayenne Turbo S

Michael Ober
Escondido, CA
1974 914 1.8 Targa

Chris Richardson & Jane Coulter
Solana Beach, CA
2010 Cayman 2 Door

Kim Schramer
Vista, CA
2004 911 Carrera

Michael Teng
San Diego, CA
2015 911 GT3

Will Urueta & Jeronimo Urueta
Bonita, CA
2006 911 Carrera S

Frans Venker
Del Mar, CA
2013 911 Carrera Cabriolet

Dave Vernick
Cardiff, CA
2014 Cayman

Buck Vinson
Valley Center, CA
2014 911 Carrera S Coupe

Charles Wells
San Diego, CA
2000 911 Carrera Cp

Shaun Wilson
San Diego, CA
2014 Panamera S 4 Door

Anniversaries

Five Years...

Rodney Chandler
James Dunlap
Tom Frick
Michael Gaston
Milante Lazo
Gary Middlebrook
Douglas Remsen
Gerald Salontai
James Schofield
Keith Shafer
Daniel Swanson
Brent Wiest
Daniel Yannuzzi

Ten Years...

Doug Hansen
Don Lee
Paul Nugent
Steve Williams

Fifteen Years...

Ernest Jimenez
John Noerenberg II
Robert Woodin

Twenty Years...

Michael Akita
Lewis Wise

Thirty Years...

Byron Von Dwyer

Thirty Five Years...

Cary Ikemoto

Current Membership

| | |
|--------------------|------|
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| Secondary Members: | 1002 |
| Total Members: | 2713 |

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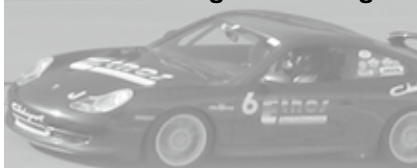
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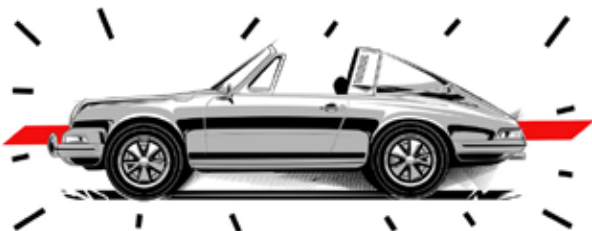
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Members of San Diego Region PCA may place, at no cost, ads of up to 25 words to buy, sell, or trade specific items. Member ads of more than 25 words are charged at 20 cents per additional word.

Non-member, business, or commercial ads are charged at 40 cents per word.

All classified ads must be placed through the club's web site: www.pcasdr.org.

The classified ads service is managed by the AD2AD Network (www.ad2ad.com).

DE/TT SCHEDULE

(REG)

| | | |
|--------------|-------------------------------------|--------------|
| Jan 28-29 | Chuckwalla Valley Raceway (c/w) | DE/TT Dec 18 |
| Mar 11-12 | Chuckwalla Valley Raceway (cc/w) | DE/TT Jan 30 |
| Apr 21-23 | AAA Speedway (CFOS) (cc/w,roval) | TT/CR Mar 5 |
| May 20-21 | Streets of Willow Springs (c/w) | TT/DE Apr 9 |
| Sep 30-Oct 1 | Willow Springs 2.5 mi (c/w) | TT/CR Aug 20 |
| Oct 21-22 | Chuckwalla Valley Raceway (c/w) | TT/DE Sep 10 |
| Nov 11-12 | Buttonwillow Raceway (c/w, config1) | TT/CR Oct 2 |

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Photos by Ted Witte

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Members of San Diego Region PCA may place, at no cost, ads of up to 25 words to buy, sell, or trade specific items. Member ads of more than 25 words are charged at 20 cents per additional word.

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1996 Carrera Cabriolet Triple black 993, 6-speed manual, aluminum gearshift and brake lever, Turbo Twists, 30,900 miles, Excellent condition. \$65,995 obo. Call Dan - (619) 980-3675

1997 Carrera Cabriolet Last era of air-cooled. triple black, very well maintained Beautiful car 69,773 miles \$47,500 Tiptronic (760) 845-1355

1997 Porsche 911 Carrera 993. Super clean platinum silver with black interior coupe, Tiptronic, 100% stock, premium sound with original cassette player and CD changer, 2 keys, books and manuals. 92,100 miles. Recently serviced at Porsche dealership, including brand new Michelin N-rated tires. Brand new Porsche OEM car cover. \$49,993 or trade for a low-miles 996. rgomez@crediautofinancial.com.

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2002 996 CABRIO 49KMILES. Chrome OEM rims.

6CD Changer. Bose. BlackTop. PerfectCondition. \$26K WithCoverFrom Porsche. WindDeflector. SealGrey. ElectricLeatherSeats with Memory. (858) 500-2739

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Boxster Spyder 981 parts ! foot pedals, rear tail lights, door handle pulls, gas cap like new condition off 2016 Boxster Spyder. make offer... 619-618-5565

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

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

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

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

WANTED

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

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

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

WTB - 911SC Fog Lights Offering \$100 for 911sc fog lights with brackets in good/restorable condition. Will offer more for very good condition. (858) 900-1815

WTB 2000 996 Millenium Edition Looking for one in excellent condition, low miles, either 6 speed or Tiptronic, clean title, no accidents. Top Dollar. rgomez@crediautofinancial.com.

MISCELLANEOUS

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

NOAH Car Cover for 997 Fits 911 (997 series without

wing). Also fits 996 and maybe 991. Used 3 times on my 2008 911 Carrera S (997). Purchased this year as I thought I would need to park in the driveway. I was able to park it in my garage so cover was never used outdoors. Covered it 3 times, in the garage, for about a week each time. Fits perfectly and is soft on the inside with padded eyelets for using a locking cable. Like new with no damage whatsoever. Includes a nice storage bag. Color is light gray. I can email photos. The NOAH is a premium 4 layer outdoor cover: [http:// www.calcarcover.com/ car-covers/ car/4/2008/ Porsche/997S/ All/ Noah%20Car%20Cover/1/](http://www.calcarcover.com/car-covers/car/4/2008/Porsche/997S/All/Noah%20Car%20Cover/1/)

Click on 'More Info'.

Paid \$231.98 for the cover with storage bag. Asking only \$175. (858) 342-6347

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



Spokane Parade



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For display advertising contracts and billing information, please contact:

Tom Gould

witnessads@pcasdr.org

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All rates are quoted per month with a minimum commitment of three months. Ads may be prepaid or automatically billed to credit cards.

| Type | Width x Height | Monthly |
|--------------|----------------|---------|
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| Half | 7¼ x 4¾" | \$125 |
| Quarter | 3½ x 4¾" | \$75 |
| Eighth | 3½ x 2¼" | \$50 |
| Key Position | | \$325 |

Sizes are strictly maintained. Bleeds are available only on full or half-page ads.

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Deadline for submitting new ads or changing existing ads is the 15th of the month preceding the issue date.

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7:00am - 5:00pm

Qualcomm Stadium:
Driving exercises

SUNDAY, OCT. 29, 2017 7:00am - 5:00pm

Qualcomm Stadium: Non-competitive Autocross

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Greg Phillips, Editor

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