



WINDBLOWN WITNESS



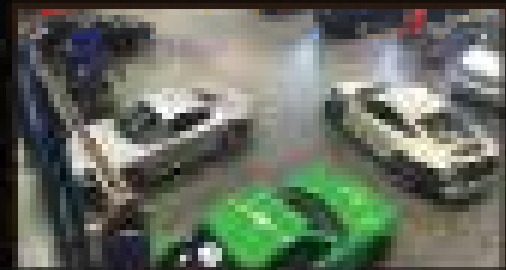
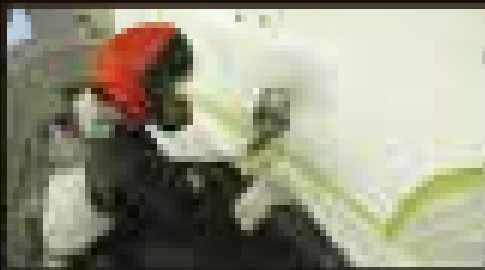
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October 2018

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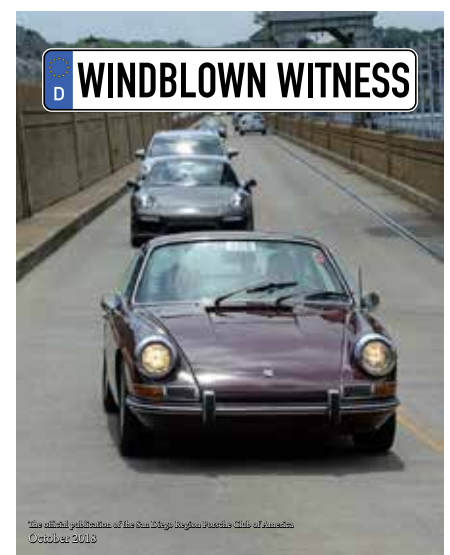
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On the Cover



The Parade of Porsches in Lake of the Ozarks, MO. Photo by Greg Phillips

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

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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
sociamedia@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

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Cathy Young
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Russell Shon

Rally

Eric Marc-Aurele

Scrutineer

Steve Grosekemper

Social

Victoria Varon

949.690.6294

Genette McGowan

Social Media

Marc Matanza

619.851.7919

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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

Chair

Jerry Bumpus

Scott Leslie

Eric Marc-Aurele

Chief Driving Instructors

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Andrew Raines

Rick Richardson

Pre-registration

Martha McGowan

Christopher Riordan

Registration

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Dawn Grove

Corner Working

Jay Gedanken

Safety

Gary Burch
619.315.9184

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Tech Advisor

Steve Grosekemper

Timing

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Roger Bush

Matt Sparks

Logistics

Charles Gillespie

Eric Marc-Aurele

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Robert Baizer
858.720.0425

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CDI/DE Schools

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Frank Powell

619.985.2997

Pre-registration/Registration

Robert Baizer

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Mark Rondeau

858.864.3163

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

archivist

automuseum

ax

board

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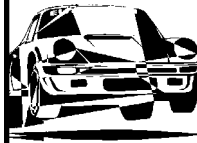
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From the Co-driver's Seat

Tom Gould
SDR President

Hope you made it up to Rennsport Reunion VI at Laguna Seca, the largest gathering in the world of anything Porsche. If not, I'm sure there will be plenty of photos coming next month.

Thanks to all of you who came out in your Porsche to enjoy our annual Concours at Spanish Landing on Sept 8. Unofficially, we had over 200 Porsches show up during the day to enjoy the festivities. That includes several PCA members and their Porsches from other regions throughout Southern California. What an incredible variety of Porsche cars! And special thanks to all of you who volunteered to help throughout the day.

As usual, we have a wide variety of events coming up: Movie Night on Oct 11 in Carlsbad; a DE and Time Trial at Chuckwalla on the weekend of 13/14; another Autocross on October 21 at the stadium; and a Progressive Dinner on Saturday Oct 27. This event always sells out, so sign up now! We'll be in the South County this time, and Victoria says it will be Spooktacular (yes, you are encouraged to wear your Halloween best).

How about the event at Fusion Glass in La Mesa on Sunday Oct 28? Let's see how many Porsche-themed art objects you can come up with. And of course, come out for a visit at our monthly last Sunday Cars and SDR in Carmel Mountain, and our Last Tuesday Social, this month in Carlsbad. And while you are all attending the events on the weekend of the 27-28th, a group of 15 lucky members will be starting their journey on the week-long Fall Wine Tour (which has been sold out for months—sign up early next year). Details and current information of all these upcoming events are available on our website www.pcasdr.org.

Pre-registering is required for many of our events. Sometimes we have space limits, sometimes it is just for planning purposes, but it is a valuable tool for our event organizers. So how do you sign up for our events? We use *MotorsportReg.com* as our primary tool to keep track of registration for many of our club

events. It's easy to setup an account. Just go to *MotorsportReg.com* and provide some basic information to get an account. No need to store a credit card. You are now ready to just click a couple buttons when it is time to sign up for our events.

Are you getting our emails? We try to limit the amount of emails we send out to just a handful a week, usually just reminders for upcoming events. Most of these include links to additional information and event registration. If you are not getting these emails, please check your email settings on your membership account with PCA National. You can go to www.pca.org and sign in to see your settings. Maybe you just need to update an email address. And if you are still having trouble, just call the PCA National office during normal business hours and ask for help. They are some of the friendliest people around!

And a reminder, since you are a PCA member, you are welcome to check out events from other PCA regions throughout Southern California, or the nation. Many regions have monthly breakfast, coffees, dinners, tours, etc. So if you are heading out of town for a weekend, why not check out the calendar of the local PCA region in that area. You may stumble across an event of interest to you. You can find other region websites at www.pca.org (look under the 'connect' tab), or for Southwestern regions you can go to www.zone8.org to find local websites and calendars.

PCA is here for all your Porsche interests. Come out and enjoy what we have to offer. Better yet, what do you have to offer to the club? We are always looking for enthusiastic volunteers.

Enjoy your Porsche. Your way.

Tom Gould
2018 President - PCA-SDR 

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September Board Meeting

PCA-SDR Board of Directors Meeting 9/5/2018
Verlaque/McGowan Home, 2270 Nielsen St, El Cajon, CA

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

Call to Order: 7:24pm

President (Tom Gould): No new members present. Board election is this month.

Secretary (Keith Rampmeier): Approval of August meeting minutes. M/S/P. Ratify between meeting e-votes: Dan Chambers as new AX Tech Inspection Chair, Fusion Glass event 10/28, and approve Greg Phillips as TT/DE Chair along with others to take over various DE/TT positions. M/S/P.

Treasurer (Tom G for Tom Brown): August financial report submitted. M/S/P.

Concours (Tom G for Tom Brown): Concours is this Saturday! Show up, display your car and volunteer to help!

Charity (Lori Chesley): Recap— the Monarch School Dinner on Aug 10 was a huge success with 250 students and family members served. From our Socks and Underwear Drive, lots of socks and underwear and toiletries were provided to the Butterfly Boutique where the kids from the school can shop once a month.

Poker Run (Angela and Carmen): Recap of the Aug 18 Poker Run. A huge thanks goes to Black Forest for providing breakfast and Barona Casino for hosting the wrap up afterwards.

Tech Sessions (Tom G for Jim Mullady): Next tech session is Saturday September 15, from 2-4, at Hoehn Porsche. The topic will be the all-new Cayenne!

Membership (Ellen Liddle): Monthly Report submitted with 98% renewal rate, and we represent 2.1% of total PCA membership. Primary/Affiliate/Total: 1710/987/2697, YoY: +4/-4/0.

New Member party (4-6PM) & volunteer (6-9PM) party will be held at the Rancho Bernardo Winery on Sunday, Oct 7.

Name badges are now available online on *MotorsportReg.com* for any existing member for a minor cost. New members automatically get free badges mailed to them when

they join. A reminder to all members: double-check your email and mailing address on www.pca.org.

CDIsQ (Keith Verlaque, Andrew Raines): Our Fall PDS has been cancelled due to the Stadium taking back the dates for another event.

Tours (Keith Verlaque): Looking for possible dates for a Fall Tour.

AX (Jerry Bumpus and Eric Marc-Aurele, Scott Leslie): August 19 AX had 59 drivers on a fast and fun course. The next AX is September 16.

AX relocation committee (Jim Binford and Julieann Billings-Riordan): A test event with SCCA at Cal State San Marcos on August 26 as an alternative site. The facilities are awesome, with clean, permanent bathrooms and a nice, smooth lot. The times are much shorter due to the smaller nature of the lot. Jim will investigate PCA-SDR hosting an event at CSSM sometime soon. M/S/P.

Social (Genette McGowan): Recap of all our August events: Encinitas Cruise Night 8/16—Thank you to Charlie's Foreign for hosting us! Padres Game 8/16. Recap of 8/28 LTS (Last Tuesday Social) in Del Mar, which had 40 people. Big Euro event (Dr. Marc) on 9/2 was very successful and had 41 SDR cars.

New events: Movie night Thursday Oct 11 for "A Star is Born" at Regal Theatre in Carlsbad, including buying out the first row of seats so no one has to sit there. M/S/P. Driver Awards Dinner will be on 1/12/21. M/S/P.

Upcoming events before next Board Meeting:

Concours 9/8
Hoehn Tech Session 9/15
AX 9/16
DE/TT 9/22-23
LTS in La Mesa 9/25
Cars & SDR 9/30
Rennsport Reunion 9/27-9/30

DE/TT (Greg Phillips): We recognize it will take a team to replace the work that Jack & Robert have provided to the region managing the time trial series for the past years. To that end, a team has been put together to carry through the end of the year since the Willow Springs event is coming quickly and scheduled for registration to open this weekend.

Jack Miller replacements:

Event Chair: Greg Phillips
CDI: Mark Rondeau, Dan Chambers, Jad Duncan
Track Logistics/towing: Dan & Mark
Corner workers: Greg Phillips
Drivers meeting: Dan Chambers
Track Rental & Liaison: Tom Brown, Greg Phillips
DE Chairs: Bill Behun, Mark Curran

Robert Baizer replacements:

Motorsports registration: Cathy Young, Mark Rondeau
Check-in prep: Cathy Young & Timing Team
On-site check-in: Cathy Young
Timing/zone8.pcasdr.org/results.pcasdr.org: Ricardo Olimon, Vinh Ly
Vetting new drivers/cars: Mark Rondeau, Steve Grosekemper
Advertising/e-mail/pcasdr.org website: Jad Duncan
Student/instructor pairings: Mark, Dan, Jad

Auto Museum (Michael Harris): The current exhibit at the museum is "Steam Punk Retro" featuring a number of very imaginative vehicles and works of art fabricated from various metals. For Porsche club members who wish to support the museum, the Annual Gala will be held Saturday evening October 20, 2018, from 6-9PM in the museum. Another car or two will be auctioned off, in addition to exotic vacations and other fun

stuff. The museum just returned from the events in Monterey during Car Week, including the showing of a 1937 Lancia barn find. The Concorso Italiano crowd enjoyed the car and the remarkable story behind the last owners.

Other Committees: No report submitted for this month.

New business:

Rennsport Reunion (Tom G): SDR social gathering Friday or Saturday evening.

Volunteer Party (Tom G): Budget approval for Volunteer Party awards. M/S/P.

Announcements: Thank you to Martha and Keith for hosting!

Next Board Meetings:

October 3: Jeni and Greg Bartley

November 7: Porsche San Diego

December 5: Victoria & Javier Varon

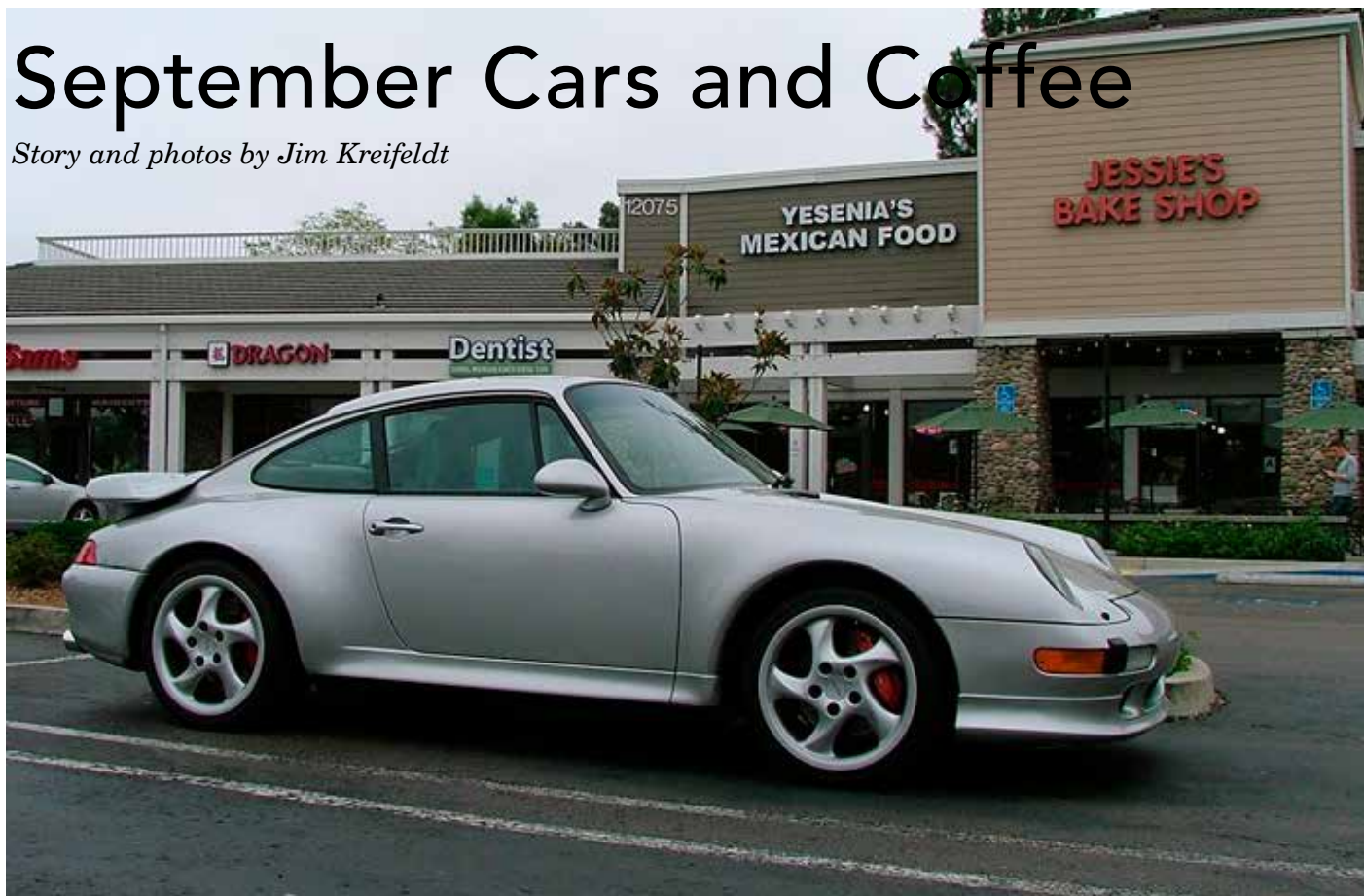
Adjournment: 8:56 PM



PCASDR Concours

September Cars and Coffee

Story and photos by Jim Kreifeldt



On August 26th, I learned more about Jessie Imanil, yes, *that* Jessie, as in the owner of Jessie's Bake Shop, our Cars and Coffee host, and his super nice 993 turbo.

Out right in front of the Bake Shop was his beautiful arctic silver 1997 993 Turbo with blue leather interior. The last year in the line of air cooled Porsches and a very fine example at that. I learned that he specifically went after this particular model, to find the best one he could, which he did in 2005. At that time, it had sixty one thousand miles, and he took it directly to Pioneer Porsche and said these unforgettable and amazing words "do whatever it needs." He obviously wanted it to be in the best condition possible.

Jessie listed off some of the major work that was done, the engine was removed, new clutch installed, all oil lines, brakes and then quite literally, everything

that needed attention. He showed me several receipts, long receipts, detailed nut and bolt sizeable dollar receipts, to address anything the dealer felt necessary.

Having purchased the car in 2005, Jessie told me what he paid for it then, and all I can say, in retrospect, is if you like 993 turbos we should have all bought one then! In the 13 years Jessie has been the proud owner, he has added only six thousand miles. Jessie has all the documentation from new and noted that it has the special feature of back seat delete.

Going back to those words he said to Pioneer "do whatever it needs," he proudly says "the car is like new" and it really is! He scored a real winner here!





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October - November 2018

October 3 - Wednesday Board & Member Meeting

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

Place: Bartley/Noerenberg Home

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

October 11 - Thursday Movie Night

Time: 5 - 9:30 PM.

Place: Regal Carlsbad 12, 2501 El Camino Real, Carlsbad, 92008

Details: Join us for a night at the movies! We are reserving a theater exclusively for the Porsche Club, San Diego, in the Regal Carlsbad 12 to view the movie, *A Star is Born*. You must purchase your ticket in advance through *motorsportreg.com*, or by mailing in a check c/o Victoria Varon. The cost of your tickets includes a private theater filled with like-minded Porsche enthusiasts and buying out the entire first row to ensure no one gets front row seats. We will be meeting at YardHouse next to the theater at 5:00 PM for those who wish to mix and mingle, grab a bite to eat or a cocktail prior to the movie.

If you are not attending the mixer at YardHouse prior to the movie, please arrive at 6:00 PM to check in. The movie will start at approximately 6:30PM.

The cost of admission is \$20 per person. Your ticket for *A Star is Born* allows you to recline in a private theater with plush, oversized seating, enjoy any concessions you purchase separately, and be in the company of fun Porsche enthusiasts.

October 13-14 - Saturday-Sunday Chuckwalla DE and TT

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

Details: In October we return one last time this year to the newest track in Southern California for another novice DE and experienced driver Time Trial running clockwise again!

October 21 - 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.

October 27 - Saturday Pogressive Dinner

Time: 5 PM

Details: Join us for a spooky Halloween-themed Progressive Dinner. You don't want to miss this night of great food and drink, a tour of San Diego, and fantastic company! Use this opportunity to dress up in your best Halloween costume and maybe even win a prize!

Our progressive dinner will begin at 5:00PM at a secret scary location (to be announced closer to the event date) for appetizers, beer and wine. We will then caravan over to our next haunted house for a delicious dinner with more wine (drivers please drink responsibly, or designate a driver). We will then take one more tour and finish off at a third location (perhaps a cemetery, where all good things come to an end?) for dessert.

The cost of the event is \$55 per person, which includes a 4-course meal with an open wine bar. Non-alcoholic beverages will also be available upon request. Registration fee is non-refundable for catering and planning purposes. Should you need to cancel, you can transfer your tickets to someone else who is willing to take your place. We are requesting that all attendees register no later than October 10th, but act fast as these events do SELL OUT. We have limited space, so please register asap: msreg.com/progressivehalloween

October 28 - 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.

October 28 - Sunday

Fusion Glass Art

Time: 1:30 – 3:30 PM

Place: Fusion Glass Co, 8872 La Mesa Blvd, La Mesa, 91942

Details: Interested in art? Curious about fusion glass? Look no further! Join fellow club members in La Mesa and craft your own works of art out of glass. \$65

October 30 - Tuesday

Last Tuesday Social

Time: 6 – 9 PM

Place: Ignite Bistro Carlsbad, 6996 El Camino Real, Carlsbad, CA 92011

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

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, 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 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 7PM.



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CONCOURS - Pre-registration \$80, includes one buffet lunch

DISPLAY ONLY - Pre-registration \$60 - includes one buffet lunch

Extra lunches may be purchased for \$50 each

PCA/SBR 42nd Annual Concours d'Elegance Registration Form

Name: _____

Address: _____ City/ST/Zip: _____

Phone: _____ Email: _____



Concours Class Entered: _____ Porsche Model: _____

Model Year: _____ Body Type: _____ Color: _____

PCA Member? Yes: _____ No: _____ Region: _____

Additional Lunches: _____ TOTAL AMOUNT ENCLOSED: _____

For rules and complete concours class definitions visit:
<http://www.zone8.org/assets/docs/2014/2014Z8Rules.pdf>

Concours Questions? - Tara Brundrett at tarabrundrett@gmail.com or (805) 405-5733
To register: Fill out the registration form (also available at pcasb.org), make **check payable to**
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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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Monterey Classic Car Week Report

Text and Photos by Michael Harris

Monterey Car Week 2018 featured many rare and interesting Porsche classics as well as a 1947 Cisitalia 202 SC Vignale Cabriolet. The “Show” commences in earnest Tuesday when the streets of Carmel are turned into the Carmel-by-the-Sea (so one is not confused with Carmel, Indiana) Concours on the Avenue. There were more 356 models this year than ever before, including SDR member George Alspaugh’s immaculate pre-A coupe. The 356 series was well represented with T-1 through T-6 models representing 1950-1965 model years. This was a great display. One could see the evolution of the model originating with bath tub shaped coupes with split windshields, thin and low bumpers, tiny single tail lights, front headlights fitted into the front fenders, a small hood ornament, single engine vent over the rear deck cover, and an interior dashboard with a huge speaker screen in the middle of the dash and a VW type round shift knob. The first models had solid wheels evolving to VW type wheels and culminating in the disc brake “C” models with slotted wheels to better cool the disc brakes. Engine displacement grew from 1131 cc’s to 1600 cc’s. The greatest visual exterior changes were larger and raised bumpers with guards to better protect the body work front and rear, a larger and squared off front storage lid, one piece windshield, larger rear window, dual air intakes over the engine lid, and dual “beehive” taillights until 1957 when tear drop style lights

became the norm through 1965. Early cars had a single exhaust pipe and the later B and C models had dual exhaust tips protruding through the rear bumpers. Baby moon hub-caps fitted the A models while B and C models sported dog dish caps unique to that model. Dashboard layouts were similar from the A model on.

Racing models were present with the Ted Field Interscope Racing Porsche 935 in fresh trademark black and red paint scheme driven by Field and Danny “On the Gas” Ongais, the Flying Hawaiian. Ongais was a successful drag racer when he was asked to race sports cars. He was even more successful in Indy car racing and competed at the Indy 500 numerous times. The Porsche 935 was successful in the American IMSA series, being dominant in the hands of Hurley Haywood and Peter Gregg. The 935 also won in Europe but the FIA changed the rules and Porsche came back with the Type 936. After the rule changes, Porsche was no longer interested in developing the 935, so the Kremer brothers of Germany came out with the K-3, a more developed 935. The cars were incredibly powerful and fast.

Wednesday features “The Little Car Show” on the streets of Pacific Grove. “Little Cars” are classified as vehicles under 2,000 cc’s. One sees many 1950-1965 Porsche 356 models,





1959 Porsche 356 A coupe. The last and the best of the A coupes.

MG from TC, TD, TF, A and B models, Triumph sports cars and saloons including early 1960 Herald convertibles. The Triumph Herald was well known in Germany at the time for refusing to start in very cold or damp weather. There were two very nice Crosley convertibles known as "Hotshots." One was race equipped with a roll bar. During the mid 1960s, Road & Track magazine's European Editor Henry Manney, a classical literature trained college graduate, covered Formula 1 racing. When not in Europe, he raced a Crosley Hotshot in SCCA racing events. Don't laugh. The power was modest but the cars handled well, were fun to drive, and you did not spend a fortune on tires and parts.

One of the most unusual sports cars here was a 1967 Mazda Cosmo Sport powered by a 982cc three rotary Wankel engine. Beautiful car with lots of power but sold only in Japan. This car was fully restored and looked ready to be driven fast. Surprised it was not in the Carmel Streets show.

Thursday is the Pebble Beach Tours D'Elegance. Cars entered in the Pebble Beach Concours on Sunday have the option of parading on a tour of Pebble Beach, Carmel and surrounding area on Thursday before the big event. If during the judging on Sunday should there be a tie between

two cars for an award, a car that made the tour would receive the award over a car that did not participate. The cars drive down Ocean Avenue and park on the main street. Owners and family members then have an elegant lunch in the park while thousands admire the cars. For Porsche enthusiasts three cars were of special interest: an unrestored 1957 Porsche 356 GT Carrera Reutter coupe; a 1947 Cisitalia 202 SC Vignalle Cabriolet; and a 1952 Porsche Type 540 Heuer Glaser-Karosserie Sport Roadster. The Carrera had a "Hoffman Motor Cars" license plate frame with original New York plates. The Cisitalia is significant in that the company's owner, Piero Dusio, was interested in building a Formula 1 racing car in 1947 and wanted to hire the Porsche design firm to develop the car. Dr. Ferdinand Porsche had been arrested by French authorities as a war criminal. Son Ferry Porsche and daughter Louise Piech and other Porsche company principals negotiated a contract with Dusio and received a large advance with which Dr. Porsche was able to buy his freedom from French authorities. The racing car was built and delivered and the Porsche firm received sufficient capital to hand build the initial 356 coupe, the Gmund coupe. German sports car fans would also be interested in a BMW 1957 507 convertible. One of the better 507 stories deals with Private Elvis Presley's purchase of one of these cars when he was a US Army draftee stationed in West Germany. Unlike fellow



Interscope Racing Porsche 935 raced by Danny "On the Gas" Ongais

drafttees who were paid \$50 or so a month, Presley bought a BMW 507 that was said to have been a Frankfurt Auto Show car and had had some rough treatment. Presley enjoyed driving the car in Germany and shipped it home upon his release from service. The car was having engine issues and Presley was persuaded to replace the German V-8 with a Chevy V-8. The car has been found, the BMW V-8 replaced, and the car is now worth a fortune. Several of the featured marques this year are OSCA, 1959-1967 Citroen DS models, five of the 26 Tucker 48 sedans, and some rare motor cars of the Raj.

Thursday also features the beginning of the auto auctions. RM-Sotheby's is one of the biggest in Monterey. Lot 275 caught my eye as it was a 1974 Porsche 914 2.0 in paint-to-sample Porsche 911 Ice Green Metallic. The seller claimed this was the only 914 painted this color, that the car was matching numbers with a Certificate of Authenticity and the car had only 74,000 miles with fully documented history and only five owners from new. The car presented very well with only the black painted front stainless bumper and the "Porsche 914 2.0" badge on the rear in black plastic rather than gold metal (they have been unavailable for years) being wrong for the year. The anticipated price range for the car was listed at \$45,000-\$65,000. The same auction group offered a 1958 356 A Speedster in original color Meissen Blue with matching numbers drivetrain and COA anticipating a value of \$375,000-\$475,000. If you think these prices were breathtaking, a very nice 1964 356

"C" coupe in black with red interior was placed for sale in front of one of the Carmel real estate offices near Ocean Avenue. The Karmann coupe was offered for under market at \$119,000, or so claimed the for sale sign.

Friday offers the all day Porsche displays off highway 68. Historic Sports Car Races are offered Saturday and Sunday at Laguna Seca Raceway. Sunday is the Pebble Beach Concours D'Elegance with some of the most beautiful and unusual automobiles in the world displayed here. OSCA and Citroen DS automobiles are two of the featured marques. The event is limited to 200 cars on display. Elegance and exclusivity does not come cheap as general admission tickets were \$325 if purchased before August 1st and \$375 if purchased after that date. But the event is for charity, the money for ticket sales goes through the United Way office next to the Monterey Airport. The event is absolutely unforgettable and assists many good causes.

It is impossible to cover all the Car Week events. The local newspapers feature the events, Carmel Magazine has a front cover of Phil Hill seated in his Grand Prix winning Ferrari the year he was World Champion, and posters and merchants talk about nothing but the cars. A true week of car overload (in a good sense) for all forms of gear heads.



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Can Porsche SUVs really go off-roading?

Text and Photos by Garrett Guess

You may have noticed on the PCA-SDR calendar online or read in the *Windblown Witness* magazine the advertisement for the upcoming Cayenne/Macan Off-road Adventure Tour and wondered what that event was all about. And if your family owns a Cayenne or Macan, you might have wondered whether you could be able to participate in this activity.

The Porsche Macan and Cayenne vehicles are some of the most versatile machines around: they have a sporting side to them that allows for incredible handling and speed while toting the entire family and their belongings in comfort, style, and safety. The Macan and especially the Cayennes of all generations are also very capable off-road vehicles, opening up an entirely different dimension to witness the fascination of Porsche engineering and technology, while traveling where most drivers and vehicles cannot venture. And in a locale like Southern California, where traffic congestion and enforcement can take the driving joy out of most high performance vehicles, the Cayennes and Macans permit venturing to places that are away from the hustle and bustle of the paved roads and their surroundings.

The Cayenne model has been around in the U.S. for fifteen years with three main generations: the 955s from model years (MY) 2003-2006 and the 957s from MY 2008-2010 represent the first generation, and the 958s start with the MY 2011, which were subtly refreshed for the MY 2015. MY 2015 was also the introduction of the smaller Porsche SUV, the Macan. A new third generation Cayenne and a new Macan model was introduced for the MY 2019 and is soon to be in the hands of consumers.

Like all Porsches, there are numerous trim levels available and even amongst those trim levels there are many different options that usually make one Cayenne or Macan different from another. But all models of Macans are capable off-roaders, while the Cayennes are very capable off-roaders with features that let their drivers almost effortlessly handle most terrain. And depending on the options the vehicle is equipped with, the Porsche SUVs, especially the Cayennes, have some significant off-road potential to handle some of the more difficult terrains that may be encountered. Cayennes and the smaller Macans are certainly

not rock-crawling machines as they don't have the suspension travel or clearance necessary for humungous tires, nor do they have ugly bodywork that you would want to bang up. But for overlanding-style adventure tours along off-road mountain or desert trails that get you and your passengers away from the paved world, Porsche SUVs gladly accept the challenge.

All three generations of Cayennes and all Macans have a version of Porsche Traction Management, or PTM, which manages power delivery for the safest, most efficient and effective propulsion that is adaptable to differing traction situations, which includes off-road. PTM provides a fully variable distribution of drive force between the front and rear axles that dynamically affects the vehicle balance on pavement, where most people probably wouldn't notice its effects cruising around town, but the abilities of PTM are especially noticeable off paved roads where traction is compromised in many ways: loose surfaces like sand or dirt, uneven grades, ruts that suspend wheels in the air. And depending on the vehicle's options, Porsche Torque Vectoring Plus (PTV Plus) provides additional traction by distributing the drive force between right and left rear wheels. Cayennes of all generations have the additional ability to fully lock the center driveline differential so front and rear axle speeds are equal and, if equipped, they can also manually lock the rear differential to limit traction loss from right to left rear wheels. These features let you safely travel roads that aren't actually there, with a much lower chance of getting stuck.

So even if you are not equipped beyond the stock trim as delivered from the factory, a Cayenne of any generation or trim level, as well as the various Macan models, can be a dependable and enjoyable partner in an off-road adventure. On December 8th, the PCA-SDR will hold their next off-road driving event where you can experience the capable traction management systems of PTM in your Cayenne or Macan while enjoying the outdoors with the entire family, and your fellow PCA-SDR members. Keep an eye out for the signup on pcasdr.motorsportreg.com and come join us!





Cayennes and Macans travel down the Pinyon Mountain trail in Borrego on the last Off-road Adventure



Two Cayennes Turbos of the 958 generation explore the Borrego desert trails



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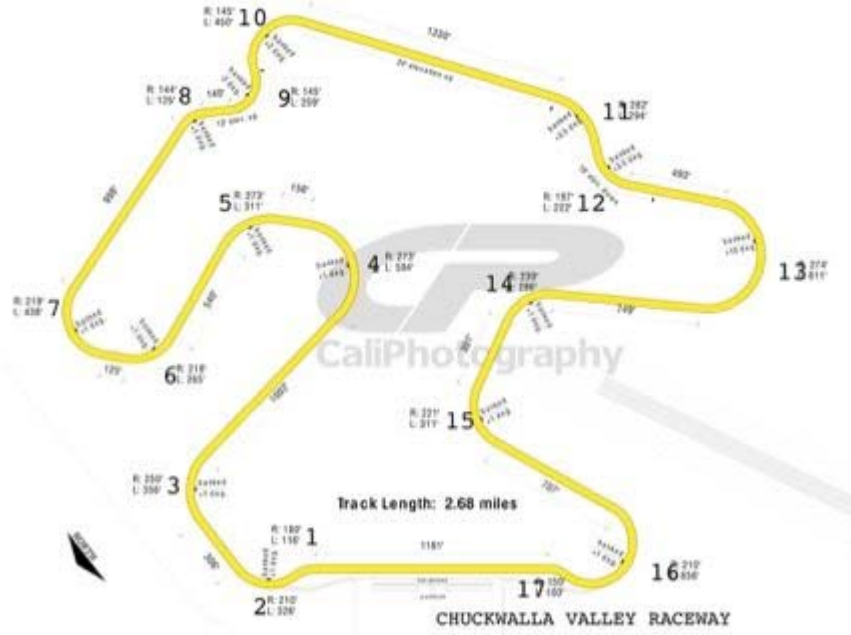
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AMAZING LADY DRIVERS IN SDR – MEET ANASTASIA BERTA

Photos provided by Anastasia, article written by Martha McGowan

I thought it might be interesting to interview some of our top lady drivers and write about how they became interested in performance driving and what drives them to succeed in their professional lives. Personally, I find their stories fascinating . . . perhaps me being a woman contributes to that. Please enjoy!

Let me introduce you to Anastasia Berta. Anastasia's interest in cars started at the very young age of 2 years! Her dad's friend had a burgundy Corvair and she loved it. She used to cut out pictures of cars from magazines and hang them on her bedroom walls, one of which was the Mazda RX-7 when it first came out. No posters of Eminem or Nickelback for her! The first car she purchased was a '73 Nissan 240Z; in 1994, her childhood dream became reality when she purchased a 3rd generation Mazda RX-7.

Anastasia's first career was in the wine business. She opened a wine store in Arlington, VA, and was a wine writer and consultant in Virginia and Washington DC. More significantly, she was the only female member of a Burgundy wine club. Most of the members of the club were very wealthy men whose other passions were cars and art. Anastasia had fallen in love with the new '97 Porsche Boxster, and one of the club members extended an invitation to ride with his Ferrari driving instructor friend in the pace car, which would be the '97 Boxster, for the Saturday races at Summit Point. She was elated to accompany him and then her elation turned to pure joy when he let her drive the Boxster on the track at the end of the event, followed by laps in her RX-7 and his Ferrari. Even at that early stage of her

driving career, Anastasia felt the Boxster was underpowered compared to her daily driver, a '94 Mazda RX-7 255-hp turbocharged rotary engine. Side note: Nice car! Anastasia decided she would wait for the higher horsepower S-model Boxster. In 2002 she purchased her '02 Boxster S, and subsequently moved to Tiburon after accepting a job with a wine-oriented PR firm.

In 2003, Anastasia moved to San Diego and transitioned into residential design, where she met clients with similar interests to hers: food and wine, travel, art, design, and, of course, cars, which proved to be a great ice-breaker and bonding aid! In March 2015, she joined a friend in Houston for an awards ceremony. Prior to the event they went to the Circuit of the Americas in Austin. They spent some time in Austin enjoying the very popular 6th Street music scene and then attended the extremely drizzly Pirelli Challenge. During the parade lap of the marquis race, she was thrilled by the vibration of the high-horsepower engines, which made her feel like a giant tuning fork! That cemented her love for cars and she decided then and there that she needed to figure out a way to become involved in high performance driving.

In late 2015, by now a Porsche Club member, Anastasia saw the San Diego Region Performance Driving School (PDS) advertised. Her appetite was whetted. She decided to attend the Driver's Awards Banquet, even though she had never participated in any driving events, to gather information and meet people. She approached Andrew Simmons, the first person she saw wearing a PCA badge, and asked whether any women did Autocross, and if so, could he introduce her

to a few? She was directed to the Avitt family (Mike, Angela, and Tiffany) along with many others. Tiffany, another very successful female driver, later approached her and they started chatting. Tiffany suggested she drive in the upcoming autocross, as then she would know why she was taking PDS! Anastasia signed up for the February 2016 autocross and she was hooked. The PDS in March reinforced her love of driving fast.

Anastasia considers herself a very competitive person, hence her success in her design-build business, and she wanted to get better at her competitive driving skills. To this end, she attended her second PDS in September 2016. She continued driving all the autocrosses that year, and didn't wait long to start driving the "big tracks." Her first big track Driver Education event was at Chuckwalla in October 2016. James Buck was her instructor and his encouragement and reassurance convinced her to continue with her car racing dreams.

I asked Anastasia what she would describe as her best asset. She replied, "If there is something I want in life, I won't give up until I have it." She concluded that she "is either determined or stubborn, depending on how you look at it." She likes to win, she likes the feeling of empowerment and accomplishment when she overcomes her fears. She enjoys the exhilarating feeling of traversing the Roval (turns 1 and 2) at Auto Club Speedway at 135 miles an hour.

In the world of racing, Anastasia feels her biggest challenge is remembering the track or, as she describes it, sequential memory. She thanks Jim Duncan for helping her overcome this by driving his racing simulator to assist her in learning and remembering tracks. Jim instructed her at her first Laguna Seca DE event, before which she installed full-on race seats and harnesses. She's getting in deeper now, but she

loves it. She describes Laguna Seca as her favorite track, citing turn 9 as the scariest. She knew she needed to keep her foot on the gas coming through turn 9, and her feeling of accomplishment was realized when she knocked 9 seconds off last year's best time at Laguna Seca this past July.

Anastasia cites her biggest influences along the way as Tiffany Avitt, who persuaded her to sign up for the February 2016 autocross, Keith Verlaque who is such a welcoming Porsche brand ambassador, Jim Duncan who instructed her and provided guidance which enabled her to go faster and faster, and her first PDS instructor, Peter Carides, who saw her keen interest and gave her a list of instructors to ask for ride-alongs.

Anastasia loves the speed, working on improving her driving skills, the camaraderie and the beautiful, friendly and fun people in the SDR Porsche Club. She talked about how generous they are in sharing their knowledge and how helpful they have been when, for instance, Vinh Ly and Ricardo Olimon changed out her brake pads at Auto Club Speedway so she could continue driving safely with confidence. She explained that she has learned a lot more about car maintenance and how cars work, changing tires, oil and other necessities.

Anastasia is so glad she followed the great advice to sign up for autocross, she is so appreciative of the warm welcome she has always received from PCA-SDR members at driving and social events alike, and she is so thankful for the help and instruction she has received from all her autocross and big track friends who have helped her become a better driver. Next time you see her at an autocross or DE or time trial, stop by and say hi. She'd love to meet you.



View from the back: September

By Steve Eisler

In the spring of 2012, we sold our 1973 911 T Targa and ended our 36 years of PCA inactivity. That is not a typo, 36 years of receiving the *Panorama*, browsing the *Windblown Witness*, and attending about four events! We found a beautiful 2011 Boxster Spyder in Chicago, and as we were driving it home, decided that we wanted to share our new car and our time with the club.

It was six months after we purchased the Spyder (now named the RTB) before we saw another one on the road. It was silver and its owner, PCA-SDR member JB Smith, soon had me convinced that we needed to enter the club's driving events and learn how to drive correctly! Each month the *Witness* has a page showing the upcoming TT and Driver Education events. There was a DE at Willow Springs Raceway in January, 2013. I called the number on the ad for more information and left a message on the answering machine.

About an hour later, I received a call from the Time Trial Co-Chairman, Robert Baizer. I explained my limited track experience, my car and my desire to attend the upcoming DE event. What ensued was amazing! This person, whom I had never met, told me that, although I was late in signing up, he would try to find me an instructor and would let me know if he was able to. He then helped me find a car number that was not in use, explained how to use the MotorsportsReg site to enter the event, how to classify the car on the Zone 8 site and answered all of my questions regarding car requirements, tech inspection and the event schedule. After at least 30 minutes, I had a full page of notes and a new appreciation for the people that were running our PCA-SDR.

I later learned that Robert and his co-chair, Jack Miller, had been running the TT/DE program for the last 10 years. In those years they must have spent hundreds of hours on the phone patiently answering questions, solving problems, and encouraging rookies like myself to get off of the couch and challenge yourself to learn how to drive your car safely and in the manner that it was built to be driven! In the last five years I have attended 14 TT weekends. They are all beautifully run! Information is emailed to you the week before the event. Meetings start on time. Run groups stay on schedule even when problems crop up, and lap times are delivered promptly to your phone. You just have to take care of your car, yourself, and listen to your instructor.

After 15 years of helping hundreds of PCA members become safer drivers, and providing the opportunity for hundreds more to safely enjoy driving on some of the area's

best race tracks, Robert and Jack are stepping down as TT/DE chairmen. As a back of the pack driver in the slowest run group, I have only a slight understanding of all of the work that goes into running these complex events with over 100 entrants. But, I do know that their hard work dedication and organizational skills are appreciated by all of us. They will be impossible to replace, but a group of drivers led by new Chair Greg Phillips will assume control of the events, buoyed by the knowledge that Robert and Jack have left them with all of the forms, policies and procedures needed to carry on their excellent work! I hope that we will see them at future events, but I will remember their dedication, hard work, and the enjoyment they provided for so many people every time I go to the track.

On September 16, Kathy and I returned to SDCCU Stadium parking lot for our first AX since June. Family commitments conflicted with two of the AX dates, and we both were feeling quite rusty. The track map showed a course originally run in 2010. It had a single wide line with very few cone markings—very different from many of our current courses with technical sections linked by cone-lined transition areas. It would be a very fast track with just a few spots to really test the brakes. Enrollment was light so everyone drove one parade lap, 12 practice laps and 4 competition timed laps. We still finished early. We welcomed 9 student drivers, many who were at their first AX, and all did very well.

Top Time of the Day was 1:05.13, recorded by Murray Wunderly in a 2006 Boxster S. Second top time and second in class to Murray, was Terry Barnum at 1:05.36. Two notable times were recorded in the X class led by Jad Duncan in his new Tesla (1:06.67) and Fred Yip in a 2016 Focus RS (1:06.79). Carrie Lawrence, in her first AX after completing the Spring PDS, was first in her class with the help of instructor Anastasia Berta. Another first timer, Scott Graupmann, was 2nd in CC02 and had the 24th fastest BRI converted time! His instructor was Charles Gillespie. Christopher Barba instructed by Keith Laroche won CC15, and John Owens placed 3rd in CCC11 in his first AX (Instructed by Craig Hill).

Other first timers were Oliver Smith, paired with veteran Terry Barnum, and Jordan Thomas, taught by Murray 'TTOD' Wunderly. Keith Verlaque helped Alisha Wray to a 2nd place finish in SS06 in her 5th AX, and Jason McClure won SS03 with the help of Shawn Flanagan. Douglas Peck in his 4th AX placed 3rd in SS04, coached by Mike Miller. We had an exciting, fast track with plenty of opportunity to drive our Porsche at high speed in a safe environment. The cones took a beating this month, but everyone had an

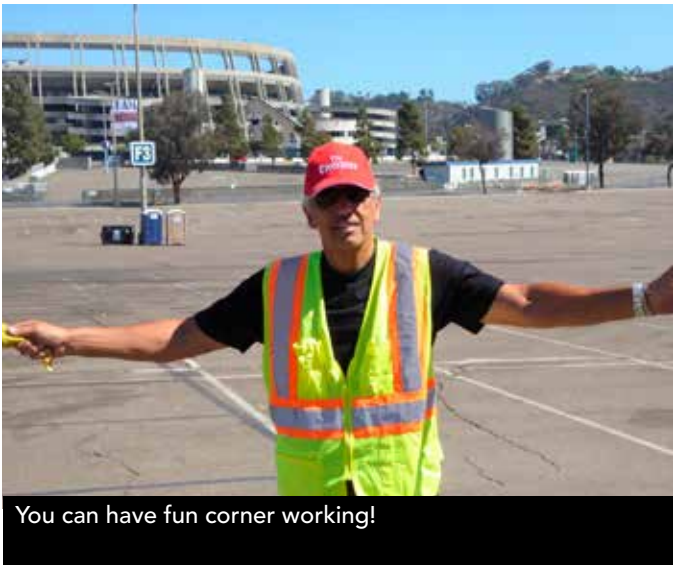
interesting course that challenged their car control and handling skills. The entire parking lot had been swept after the Aztec game, so there were no nails or foreign objects to interfere with the fun. It was a beautiful day to compete, learn, make new friends, and connect with old friends. I hope to see more new drivers at the next AX in October.

By the time you read this, Kathy and I will have been to

Willow Springs for a TT weekend, and then to Rennsport Reunion VI at Laguna Seca to watch and report on the activities. Sadly we have learned that the Fall PDS in November has been cancelled due to a scheduling conflict on the part of the stadium authorities. We were looking forward to meeting a new cadre of members eager to learn how to drive their Porsches. Hopefully we will see you at the next AX or DE instead. 🦅



Keith Verlaque aptly numbered race car, ready for action



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Kathy Eisler with son Stu holding a prospective PCA member, Sawyer Lightening Eisler



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To participate pre-register on pcasdr.motorsportreg.com
For questions about autocross and how to join in, please e-mail ax@pcasdr.org



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