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

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Photo by Greg Phillips, taken at Rennsport.

WINDBLOWN WITNESS

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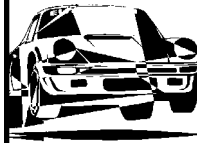
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From the Co-driver's Seat

Tom Gould
SDR President

As we are now in the midst of another Holiday Season, please take time to say thanks to those around you. Give where you can and spread some happiness to others.

And treat yourself to some happiness by coming out and joining us on New Years Eve for our annual Winter Formal (aka Porsche Prom), this year at the Kona Kai Resort and Spa. We will celebrate all that happened in 2018 and toast to what great things are ahead in 2019. A big, fun evening is planned. Check out the details in this Windblown Witness or on our website.

I would like to say thanks to my fellow Board members for their work and support of the club during 2018. Tom Brown, Keith Rampmeier, Marc Matanza, and Karen Garcia Raines will all be leaving the Board. Victoria Varon, Jennifer Noerenberg Bartley, and Mike Miller will return for 2019. Thank you all for being so wonderful to work with.

SDR is in good hands for 2019. The new club officers: Victoria Varon will be taking over the job of President; John Straub will be the club Vice-president; Gisele Gonzalez will be Treasurer; Jennifer Noerenberg Bartley will take the role of Secretary. They will be joined by Directors Mike Miller, Mike McGowan, and Ulrick Matsunaga. I will take over the role of Past President/Advisor for the Board. Please come out and show your support for these people who unselfishly dedicate their time to keep this club running.

And special thanks to all those members who run committees, make events happen, or help out behind the scenes in club operations. We cannot operate without our large contingent of dedicated volunteers who allow us to offer so many different types of events throughout the year. A round of applause for all of you!

Why not be a part of this wonderful group of people? Please think about volunteering some of your time in 2019 to help make our club run. We are always looking for help.

One of our most personally rewarding events of the year is our Toy Drive and Breakfast with Santa, on December 16. We'll meet at Mimi's restaurant for breakfast and a visit from Santa, and then we will caravan up the road (following Santa) to Rady Children's Hospital and deliver all the toys collected from our members of the past several weeks. You still have time to donate toys at any of our region events (thru the 17th), or at the drop-off boxes at our two wonderful Porsche dealerships, Porsche San Diego and Hoehn Porsche.

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

Make time this holiday season to spend with family and friends. Do something they enjoy. Do something you enjoy.

Hopefully part of that time gets you out driving your Porsche. Have a great holiday season and be safe and enjoy the drive.

Thank you all for a wonderful 2018! It's been a pleasure to serve you.

Tom Gould
2018 President - PCA-SDR 

Mystery Weekend Adventures

Text by Victoria Varon

Do you like mysteries? Fan of surprises? Love driving your Porsche anywhere...even if you have no particular destination in mind? If you answered yes to any of those questions, chances are you'll love our Mystery Weekend adventures! Twice a year, the club hosts a Mystery Weekend adventure where participants sign up not knowing what will happen or where they will end up. What they know for sure is that there will be other adventurous, like-minded members who are joining them, and there is sure to be anticipation, laughter, great food, comfortable lodging, and excellent company.

Our most recent Mystery Weekend started out at the temporary site of Hoehn Porsche. As you probably know, Hoehn Porsche is getting new digs, so we are excited to have more events there next year when they have their grand opening. Sean Connor and the team at Hoehn Porsche are always gracious, and always send us off with a yummy continental breakfast, opportunity to ogle gorgeous Porsches, and a chance to chat about cars with other members of the club and their gracious salespeople. When we arrived at Hoehn Porsche, all 22 cars and 44 attendees got checked in, donned our name tags, and then circled up to find out the first stop—Rancho Las Lomas.

On the way there, we took some fantastic, uncharted roads through Fallbrook, into Murrieta, and over the Ortega Highway. The roads were clear, sights were scenic, and the twists were just enough to keep the drivers *and* passengers

happy. We arrived to our very own parking sectioned off for us, surrounded by the gorgeous and lush landscape at Rancho Las Lomas.

Rancho Las Lomas is a gem hidden away in the foothills of Orange County, and was purchased 40 years ago by its current owners. The land was originally bequeathed to a prominent family via a Mexican land grant and it is said that it once belonged to the coastal Indians. Folklore even suggests that the Lawrence family, who now owns it, acquired the property by betting on a horse race.

Today, mature oak and sycamore trees hide the private estate and the many charming bungalows nestled around the grounds. Over the years, the Lawrences renovated and enhanced the Rancho's many original buildings. Avid collectors, they used recycled salvage materials such as old doors, windows, bricks and lumber, filling the property's buildings with unexpected surprises, including hand-painted tile murals collected during a trip to Portugal. Wood beams adorned with handpainted figures, custom stained glass windows, 100-year-old Pasadena street lamps, are some of the collectibles found detailing the Rancho.

One of the most surprising and exciting features at Rancho Las Lomas is the lovely zoological garden complete with wild birds, zebras, and a gorgeous white tiger. Our



members got a chance to walk the grounds, visit the animals, and get to know one another. There is a lovely bar on site that served up wine, beer, and cocktails for our members, and we had a delicious lunch on site that consisted of arguably the best tasting burgers around.

After lunch it was time to do the big reveal. As always, attendees made their guesses as to where we were to go next... and we had a winner. One guest shouted out “Queen Mary,” and he was right! The caravan left the lovely Rancho Las Lomas and was on its way to one of the most historic and exciting sites in Long Beach, an iconic 1936 ocean liner moored in the harbor there. It was exciting to hear that one of our new members joining us on the tour had been married there years ago. And another pair of attendees mentioned that Queen Mary was on their bucket list...the club was happy to help them check that off their list.

We arrived at the Queen Mary and boarded the boat to check into this ornate floating hotel. It almost felt like we went back in time as we walked the glossy wood floors of the ship and entered our rooms, complete with Art Deco accents. After a quick break, we all met at the wharf level for a guided “history and haunts” tour of the ship.

Our gracious host took us all the way from bow to stern and inside out, including the engine room, where we witnessed more horsepower than all the Porsches on the tour

put together. We learned of the ship’s groundbreaking construction and royal launch as the most luxurious and technologically advanced ocean liner at the time, to her duty as a troopship during WWII, to her golden days of the 1950s, to her earning the nickname of the “haunted ship.”

The tour ended at Sir Winston’s Restaurant and Lounge, where we took over a large portion of the restaurant with our group of 44 Porsche enthusiasts and enjoyed some fine dining. Our members raved about the food with its generous and delicious portions, and wine flowed while members got to know each other even better. After dinner, many members continued their camaraderie at the bar, while others explored more of the iconic ship.

Sundays are always “free” days for members to explore the city by themselves or with new found friends. Many of our members enjoyed the bottomless mimosa brunch at the Queen Mary the following day. It is a smorgasbord of delicacies from sushi to omelettes, to prime rib and so much more.

If you’ve not enjoyed a Mystery Weekend, we do encourage you to try the next one. As we say in our club, it’s about the people, not the cars, and this weekend tends to make that statement more and more right, every time. 🦅



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December Board Meeting

PCA-SDR Board of Directors Meeting 11/7/2018

Porsche San Diego

9020 Miramar Road, San Diego, CA 92126

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

Call to Order: 7:13PM

President (Tom Gould): Election results—new 2019 Board members are: Gisele Gonzalez, Michael McGowan, Ulrick Matsunaga, John Straub. Returning Board members: Victoria Varon, Mike Miller, Jeni N Bartley. The 2019 Board has selected their officers: President Victoria Varon, VP John Straub, Treasurer Gisele Gonzalez, Secretary Jeni N. Bartley. The December board meeting is a split meeting where the 2018 Board will wrap up business and the 2019 Board will then take over.

Secretary (Keith Rampmeier): Approval of October Meeting minutes. M/S/P. Ratify E-votes between meetings: Cayenne/Macan Tech Session at Porsche of San Diego 12/2/18 and a Wine Tasting Event 12/4/18 7-9PM with Penfolds, who is a PCA National sponsor. M/S/P.

Treasurer (Tom Brown): October financial report delivered. M/S/P. Buttonwillow Club Race Budget M/S/P. (Angela Avitt) Driver Awards Party Budget submitted. M/S/P.

Wine Tour (Tom Brown): Napa/Sonoma Wine Tour had 16 cars that toured from San Diego to Yosemite, then on to Napa/Sonoma, returning via Cambria. Lots of good food was eaten and many wineries were enjoyed. We'd like to thank Hoehn Porsche for their support of this event!

Membership (Gisele Gonzalez): Monthly Report. Primary/Affiliate/Total members: 1726/987/2713, Y-o-Y change: +9/-14/-5. (Carmen Brown): New member/volunteer party update recap. It has been suggested that we do more New Member events per year (2+) and/or piggyback on other events.

Charity (Lori Chesley): Toy Drive for Rady is on now through December 16th. No stuffed animals, please. Bring to any PCA event or drop off at one of our sponsors: Hoehn

Porsche or Porsche of San Diego. Breakfast with Santa is December 16th, 9-11AM, then caravan to Rady.

Tech Sessions (Jim Mullady, Ulrick Matsunaga): The last Tech Session of the year is December 2 "Off Road" Tech Session at Porsche of San Diego, organized by Garrett Guess. There will be an introduction to the Cayenne & Macan, a slideshow on Porsche off-road technology, a shop tour, and ride-alongs in the new Cayenne. This timely Tech Session comes less than a week before our next Cayenne and Macan Off-road Adventure Tour on Saturday, December 8, 2018, where you can experience the off-road abilities of your Porsche SUV in the beautiful Anza-Borrego Desert State Park.

After a 3-year run, Jim is stepping down as co-chair and we thank him for all his hard work! Ulrick will be staying on, but is looking for a new co-chair to assist him.

Tours (Keith Verlaque): Upcoming Country Back Roads Tour 11/18 starting at North County Fair Mall. Sign up on MotorsportReg.

CDI-AX (Keith Verlaque): The CDIs have a few replacement candidates for next year they will be training at the next AX.

AX (Eric Marc-Aurele): Reconciliation for our last AX. Upcoming Dec 2 AX at the Stadium and on Dec 9 AX at CSUSM.

Social (Genette McGowan): The October Progressive dinner had some fantastic costumes. (Karen Garcia Raines): Fusion Art Glass Event Recap.

Other Committees: No report submitted for this month.

New business:

La Jolla Concours (Karen): Request to create Chair for this event since it is a major effort. 2019 event is the week-end of April 12-14. This will be moved to the December agenda for the 2019 board.

Wine Tasting event Dec 4 (Tom Brown): Penfolds Winery of Australia, who is a PCA National sponsor, is hosting a wine tasting event Tuesday, December 4th, 7-9PM. The location is being finalized and sign up will be via Motorsportreg.

New committee chairs needed: We are seeking volunteers to help the club next year. Needed are: E-master (email blast chair), Tech Sessions, Sponsor Liaisons, Advertising Manager, Membership, Witness-North County Delivery, Web Developer, Goodie Store, CDI-AX.

Upcoming events before next Board Meeting:

11/10-11	TT and Club Race at Buttonwillow
11/17-18	Mystery Tour Weekend
11/18	Back Roads Tour
11/25	Cars and SDR (Bring your toys for the Rady Children's Hospital toy drive!!!)
11/27	Last Tuesday Social
12/2	SDR Car Show at Military Tree Giveaway


12/2	Other Car Autocross at Stadium
12/2	Cayenne/Macan Off Road Tech Session PofSD
12/4	Wine tasting event

Announcements: Thank you Shawn and the crew at Porsche San Diego for hosting!

Next Board Meetings:

December 5: Varon residence, Oceanside

January 2: Rich and Betsy Ingalls home, Santee

Adjournment: 8:43PM 

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October Cars and Coffee

Story and photos by Jim Kreifeldt

What were you doing October 28th? If you were not able to attend this one, think about trying for the next one. It was a beautiful Sunday morning and this was a very well attended event. Mark Kinninger stopped by with the beautiful light blue RSR-Style 1981 911 SC 3.6 car he built and sold on Bring A Trailer in Sept. what a car! Turns out he was “exercising” it until the new owner picks it up.

This Sunday was the first time Roland Schmidt made it over and attended C&C, although he has been a longtime PCA member and involved in Porsche racing for years. He knew a lot of the people there, including Mark Kinninger. Roland brought his dark blue metallic 1970 911T, matching numbers car with lots of modifications, and enough mods to where I would call it a hot rod (and that’s in a good way). Original 2.2L engine now built by Jae Lee Mirage Intl. to S spec’s with PMO 40’s and mild cams. His car has been lowered for handling, SC flares have been added along with fiberglass bumpers front and rear, and finished off with a color change from the original yellow. He is running polished Fuchs 7’s with 205’s front and 9’s

with 245’s on the rear. Have to say I was surprised the 9’s actually fit the SC flares, sure looked good! Roland told me he has owned the car for five years now and he says it runs real good even with a stock muffler and “at about 5,000 PRM it gets angry.”

We did not get to talk too much other than getting the low down on the car, but he did mention he also has 997 Cup Car and a 1981 SC widebody he races. So yeah, I’d say he likes to race.

If you get a chance, come on over to Jessie’s Bake Shop in Carmel Mountain Ranch on the last Sunday of the month, you might meet someone like Roland,! It seems like there is always something new to see and talk about. The people are great, hope to see you there!

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





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January - February 2018

January 2 - Wednesday Board & Member Meeting

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

Place: Engalls Home, 8854 Diamond Back Dr., Santee, CA 92071

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

January 19 - Saturday PCA-SDR Autocross

Time: 6:30AM – 5:00PM.

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.

January 26-27 - Saturday– Sunday Chuckwalla TT and Club Race

Place: Chuckwalla Valley Raceway

Details: In January we kick off the new year with our first of three events at the newest track in Southern California, running counterclockwise for a novice DE and experienced driver Time Trial!

This is your chance to commit to attending the full year's worth of fantastic DE/TT events and get a discount for doing so with PCASDR's exclusive Season Pass. Detail will be on the event's MotorsportReg page. Registration opens December 15 at 9:00AM at <http://pcasdr.motorsportreg.com>.

January 27 - Sunday Cars and SDR

Time: 8 – 10:00AM

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.

January 29 - Tuesday Last Tuesday Social

Time: 6 – 9:00PM

Place: Green Dragon Tavern & Museum in Carlsbad

Details: Meet up with your Porsche club social friends. Cocktails at 6:30, dinner at 7PM. New England fare is served in a sprawling tavern that also serves as a Revolutionary War museum.

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Willow Springs Time Trial

Story and photos by Greg Phillips



This year's Willow Springs Time Trial was a throwback event. Due to the Rennsport Reunion VI the following weekend, there was no club race or DE. This was also the first event in over a decade without Jack Miller and Robert Baizer at the helm. Not that they were not helping, and Jack Miller would be attending, but we had to put together a village to try and replace them.

Since I was the last to arrive at the planning meeting, I ended up as the time trial chair. The time trial CDI's are now Mark Rondeau, Jad Duncan and Dan Chambers. The timing team is Chuck Sharp, Ricardo Olimon and Vinh Ly, with the registrar being Cathy Young. The holdovers were Bill Behun and Mark Curran as the DE team, Frank Powell for equipment, and Steve Grosekemper handling the tech.

So we had the Big Willow Track, the "Fastest Track in the West," with only 3 runs groups, Red, Orange, and Yellow, just like the old days, allowing for maximum track time with only qualified Time Trial Drivers. It was great! The only drawback was going to be the warm weather of early fall in the high desert. Although it could have been worse, it would still be in the low 90's, and winds are always the wild card.

The caravan met at Gopher Canyon with Cathy Young, Dan Chambers, Andrew Raines, Steve Grosekemper, Mark Rondeau, and me. The drive up went smoothly with minimal traffic. I was towing the 944Spec and Steve was

towing my new track car, a silver (of course) 2002 Boxster S. Not quite a clone of Cathy's 2002 Boxster S, but very close. It has a roll cage and race seats, hard top, PSS9 suspension, stock engine but a short ring and pinion gear along with a limited slip differential. It also still has most of the interior and AC with power windows, since it is a street car.

We made a quick stop at the Hampton Inn and then headed on to Willow Springs to unload the trailers and set up the garages. Tech inspection was also running at the end of the day, and then it was back to the Hampton to check in with Cathy and clean up before dinner at the Stewart Anderson's Steak House.

Saturday was an early start as they finished up the tech inspections and check-in with the registrar before the drivers meeting. Dan Chambers oversaw the meeting and went over the safety issues and reviewed the track flags before setting up the student and instructors for the weekend.

Red run group was up first, and Rick Levenson (CC16) took advantage of the cool morning air in his Turbo and turned a very fast 1:26.75. Robert Forrester (CC14), Mike Avitt (CC15), Chris MacDuff (CC13) and Jad Duncan (CC13) were next but all above 1:30. Steve was out in the Boxster but due to problems with the transponder he had no times recorded.



Chuck Sharp

Jad Duncan



Dave Hockett,
Cathy Young,
Mark Rondeau

Orange was up next and John Cahalin (CC16) was leading the pack at 1:32.64 with Adam Gill (CC13), Jake Dekovic (CC11) and Ricardo Olimon (CC111) close behind. I was running the 944Spec and had a best lap of 1:42.07 just behind Chuck Sharp at 1:41.58 in his 944Spec.

The next Red session had Loren Beggs (X) leading at 1:26.80 with Rick Levenson at 1:27.47 and Mike Avitt at 1:29.03. In Orange, Adam Gill was leading at 1:32.03 with Jake Dekovic and Andrew Raines close behind. My best was a little slower at 1:42.50 in the 944.

As the temperatures warmed up and the wind increased, the times also increased. By the 4th red session Mike Avitt was leading at 1:29.96 and Rick Levenson had problems with an electrical fire in his car while waiting in the grid and was done for the weekend. He was not the only one with problems, as Steve also developed a wheel bearing issue in the Boxster and that car was also done for the weekend. Yes, Willow Springs can be tough on wheel bearings with turn 2 and turn 8&9 adding a lot of stress.

By the 5th session, Chris MacDuff was leading Red at 1:31.11 with John Cahalin at 1:31.33 with Jack Miller (X) Bryan Van Noy (CC15) and Robert Forrester next in the 1:33's. For the last session, only 8 drivers were out in Red and 5 were out in Orange and Yellow as the heat and the wind took a toll.

Steve had put the Boxster on the trailer and was planning on heading back to San Diego in the morning. He checked out the 944 and the rest of the 911SG stable and then it was back to Lancaster for dinner at Round Table Pizza.

Sunday was another early start and we had a drivers meeting to consider moving the timed runs earlier in the day. After discussion, it was unanimous to have the timed session after lunch and skip the session 10, and to then have an open track session after timing for those who had not had enough track time already.

The cool air was good for Jad Duncan (CC13) and he was leading Red with a 1:29.37 with Mike Avitt at 1:29.60 and John Cahalin at 1:30.37 close behind and then Alain Stad at 1:31.13. In Orange it was Andrew Raines (CC12) at 1:32.72 followed by Paul Filsinger (CC14), Vinh Ly (CC11) and Angela Avitt (CC15). Cathy Young (CC09) had improved to 1:36.78 and Chuck Sharp was down to 1:39.85 but I was still stuck at 1:41.99. The next couple of session went quickly and then it was lunch and a final meeting to review timing procedures.

After lunch the fastest cars were lined up for their timed laps. With the Turbo missing, it looked like it would be a GT3 on top, but Robert Forrester's Carrera GTS was not to be denied and took TTOD at 1:28.64, just ahead of Mike Avitt's GT3 at 1:29.03 and then Bryan Van Noy's



Dan Chambers

GT3 at 1:29.04 and then Jad Duncan's 996 at 1:29.33 in 4th place. Rounding out the Top Ten were Alain Stad and Rich Gildersleeve, both in a GT3RS, and then Andrew Raines in his Cayman R, and Danna Van Noy in her GT3, followed by the first air-cooled car of Mark Rondeau in his CC10 911SC, followed by Carl Vanderschuit's CC09 Boxster.

In 944 Spec it was Chuck Sharp on top at 1:41.61, with Dave Diamond at 1:41.70, and I was 3rd at 1:42.68, and then Debby Sharp was 4th. In CC08 it was Dave Hockett's Cayman at 1:40.54 ahead of Anastasia Berta's 981 Boxster S, and Steve Eisler in his 986 Boxster S. In CC09 it was Carl Vanderschuit ahead of Cathy Young's Boxster S and Shawn O'Connell's 981 Cayman S.

In CC10 Mark Rondeau led Dan Chambers in his 911SC, and then Murray Wunderly's 987 Boxster S. In CC11, Ricardo Olimon's 981 Cayman S turned a 1:35.38 to lead Vinh Ly's 997 Carrera S at 1:38.23 and Michael Cristin's Cayman R. In CC13 it was Jad Duncan ahead of Jim Duncan in their shared 996. And in CC15 it was Mike Avitt leading Bryan Van Noy and then Angela Avitt in her GT3 in 3rd. For full results and lap details you can look in the website at <http://results.pcasdr.org/pca.php?database=tt>

Although a few drivers took advantage of laps after the timed runs, I was loading up the trailer with the 944 and getting ready to head back to San Diego. After the track was cold, I was able to start back and made good time back home and start preparations for Chuckwalla Valley Raceway, with even greater respect for the jobs that Jack Miller and Robert Baizer had been doing over all these past years.



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Amazing Lady Drivers in SDR - Meet Angela Avitt

Photos provided by Angela Avitt, article by Martha McGowan

Born and raised in San Diego, Angela always loved cars as a kid but had to drive the “hand me down” family sedan until after high school graduation. In college, while working part time, she was finally able to purchase an almost new 1971 Camaro with a 3-speed manual transmission and a small V-8. She thought it was so cool and fast at the time. She’s not sure what the horsepower was, but it probably wasn’t that much! One night after leaving a party, she received her first speeding ticket for “Engaging in a Speed Contest” on the streets. Well, that must have been an indicator of things to come for Angela. She was obsessed with Camaros and finally purchased a new 1984 Z28 Camaro and promptly put a framed poster of her car up on the walls of her home!

After college, Angela went to work full time in the banking industry. She performed many different jobs in the bank, starting as a teller and moving up to an Assistant Manager within a few years. Her main field was in lending, both home and auto loans. She spent 15 years in banking until 1989, when her daughter Tiffany was born, and then she decided to stay home and be a mom and homemaker. Sadly she had to let the Z28 Camaro go as it was not really a “mom” car.

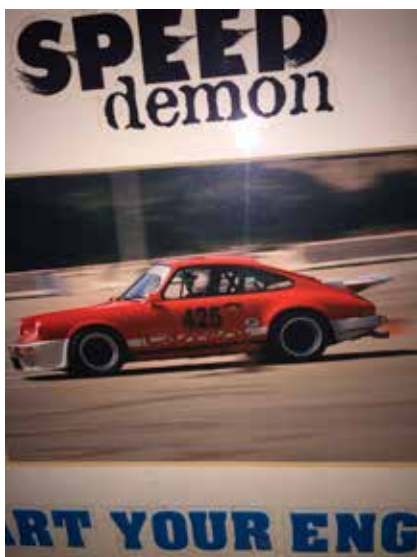
Angela met Mike Avitt in 1983 and they were married in 1984. Mike had a new 1984 944 at the time and she thought that car was a lot of fun to drive. So, needless to say, she got her second speeding ticket in that 944. Apparently Angela, along with Maverick, had the “need for speed.”

In 1994, Mike and Angela joined the Porsche Club of SDR. By that time Mike had sold the 944 and now was driving

a 1985 911 Carrera. He started to autocross at Qualcomm Stadium, as Angela stood by as a spectator. She thought to herself, “Oh I could never do that!” So she remained on the sidelines as Mike progressed to Time Trials, PCA Club racing and POC Racing. In retrospect, Angela really regretted that decision not to participate.

In July 2006, her perspective on competitive driving changed after she and Mike were invited to participate in the Cadillac V-Series Challenge held at El Toro in Orange County. She thought it was only going to be Mike participating in the Challenge but, as it turned out, she was allowed to drive as well. It was a series of exercises set up much like the SDR Performance Driving Schools (PDS) in San Diego. However, this event included a well set-up 4 mile track with gators. They were given a new V-Series Cadillac to drive, with a 6-speed manual transmission and, needless to say, she was freaking out a little. It was a lead/follow type of exercise with a professional driver in the lead car and three cars following. Angela was able to keep Mike in her passenger seat, and she then realized that he was a great instructor! She was able to keep up and actually her group passed other groups of drivers who were much slower and could not keep up the pace. Angela went from a homemaker to a race car driver that day.

In August 2006, Angela registered for her first autocross with the SDR region Porsche Club, and she requested that Mike be her instructor and, as they say, the rest is history. Angela then signed up for the SDR PDS in October 2006 and continued to autocross regularly, moving on to DE and time



1978 911 SC -
Speed Demon



Angela in her 2014 911S at Buttonwillow

trial events by 2008. Angela's first autocross car was a 1978 911 SC modified by Mark Kinninger at Black Forest with a 3.2 engine. She said it was the perfect car in which to learn competitive driving skills. She described it as being very basic with a cranky old 5-speed transmission and no power anything!

In 2009, Mike and Angela purchased a 2004 996 GT3. It was an amazing upgrade from the 1978 911, and her autocross and time trial times greatly improved. Her most memorable autocross was in February of 2011, when Mike came in 1st and Angela came in 2nd in the TTOD competition. She never got a 1st place TTOD but 2nd was pretty special for her. After a few more top ten finishes in the autocross events, Angela started to receive a lot of friendly encouragement urging her to drop the "L" (ladies) from her class designation.

Angela and Mike shared one car on the track for seven years, and then in 2013, she purchased a 2014 991 911S, brand new from Porsche of San Diego. Sharing a car at a time trial was always a challenge with back-to-back run sessions. However, now getting the car to the track was also a little more of a chore. But Angela drove to all the events and Mike towed his car and also transported her race tires.

Mike and Angela's daughter, Tiffany, also began to autocross in 2014 with the 911S and she excelled rapidly, soon beating Angela and others in the SS07 class. She came in 1st many times in SS07. Youth! Can't beat them.

Mike really loved the 2014 911S with the amazing PDK transmission, so he decided to sell the 2004 GT3 and upgrade to a 2015 GT3. They had an opportunity to go to Circuit of the Americas in Austin, Texas, in April 2017 with a group of drivers. They transported only one car, the 2015 GT3, and shared it at the event. After driving the GT3 at COTA, Angela decided "OK, that's it, I need a GT3 now!" That dream was realized just a few weeks later when Diane Cafferata called her and said she was selling her 2015 GT3. It had a brand new engine, replaced under warranty, and she wanted to sell it without any track miles on it. Angela enthusiastically said "yes!" immediately, and now she has her beautiful "Lady Driven" 991 GT3. A pure joy to drive.

Angela's journey to this point has had its ups and downs but she sometimes has to pinch herself and wonder "how did I ever get so lucky to be enjoying this sport with such a fantastic car, especially since I started so late in life?" Much of the credit goes to her husband, Mike, for doing the hard work of both instructing her and now prepping two cars for



2004 GT3 at Auto Club Speedway

the track. He has always been her main source of support and encouragement. Angela loves the track events! She especially enjoys the friends and the camaraderie everyone shares at the fun dinners in the pits. Along the way, Angela was influenced by other successful lady drivers, such as

Jackie Corwin, Jennifer Reinhardt, Margie Smith-Haas, and Martha McGowan, who were amazing drivers. So if any ladies are reading this and think they could not enjoy this sport, think again, because now Angela says “Wow, I can do this! And I love it!” 🦅



2015 GT3 at Big Willow



Angela's 2014 991S at Buttonwillow

Wine Tour 2018

Photos by Jim Culmo

Last year's Wine Tour to Napa and Sonoma was detoured to Pasa Robles and Santa Cruz when wildfires consumed Sonoma and Santa Rosa. This October we had clear skies and beautiful weather for the trip to Napa/Sonoma.

Our fearless leader, Tom Brown, led us north quickly and we spent our first night at the Tenaya Resort in Oakhurst. We enjoyed a group dinner at Erna's Elderberry House Restaurant, a legendary local restaurant. He did warn us that we shouldn't expect such fine dining during the rest of the trip!

We made it to Napa the next day, and settled in for three nights on the river. Some couples took advantage of the bus tour to several wineries, one of the optional activities. Others joined for the early morning driving tours before going off to taste, cycle, shop, etc.

After Napa, we went over the hill and stayed in Sonoma County for another three nights, another bus tour and morning rides. it was all very relaxing and the time flew by. Before we knew it, we were headed home, stopping in Cambria on the way back.

We had sixteen couples, some of whom were friends before the trip, but all of us were friends by the end of the tour.



Wine tasting WAS enjoyed



Debbie Frank



Mike Warlick, Jim Frank, and Tom Brown



Driving down the coast, photo by Amy Warlick



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Something we don't see much, snow on a tour. Mt Baker in the background,

Photo by Jeff Rebiffe, PCA Canada West Region

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View from the Back: December

By Steve Eisler

I am starting this month's VFTB on a flight from Houston, Texas, to San Diego. It has been 38 days since the RTB was destroyed at the Rennsport Reunion, and a lot has happened since my last article appeared in the *Witness*.

PCA-SDR held the last point-scoring autocross of the season on October 21. The track layout was the same as one done originally in January of 2007. This was a standard track with cones lining the entire course and no gates, traps, or other open sections. In 2007 the TTOD was 1:07.43 by Dan Andrews driving a 1973 911T. AX chairman Jerry Bumpus added a fifth cone to the slalom section of the original course because cars were carrying too much speed in the slalom on the test runs, and shortened the course to avoid pot holes. Even though the course was shorter, this year's top time was 57.11, a full 10 seconds faster, by Carl Vanderschuit in a 2006 Boxster! I guess there has been some pretty significant improvement in tire and suspension technology in the last 11 years.

We had 15 student drivers paired with volunteer instructors, and many of them posted times that were faster than the 2007 top time! Terrence Smith was 2nd in CC02 in his first AX event. His instructor was Adriano Bortolin. Third in CC02 was another first timer, Patrick Press, who was coached by Murray Wunderly. Murray had the second fastest time of the day, 57.82. Michael Chang, with the help of Shawn Flanagan, was 3rd in CC10 with a time of 1:02.39 in his first AX event. First timer Radu Georgescu, instructed by Ryan McClune, won CC04 in 1:04.50. He was just ahead of Kary Clements who returned to the stadium after a three year absence from competing. The Cayman Crew of Thomas Jordan (1:03.68), Jay Tillson (1:04.93) and Greg Glasgow (1:05.44) all competed for their first time in class SS06. They were instructed by Grant Graber, who had the 9th fastest time, Danna Van Noy, who had the 10th best time, and Carl Vanderschuit.

Although the course was fast and seemed to "flow" nicely, I was entrenched in the back of the pack. I missed having Kathy there to discuss the course with, and was not going very fast. In the second practice session I did have Andrew Raines ride with me for a few laps, and he immediately saw that I was driving in the middle of the track and not getting close to any of the apexes. This is one of the first things you learn, but I still have trouble applying it. Following his instruction, I dropped down into the 1:04's, but could only do a 1:07.14 in the timed runs. Autocrossing continues to frustrate me, but I enjoy spending a day outdoors with some wonderful and interesting people. I love working at the starting line and enjoy the challenge of trying to improve. Most of the first timers are going faster

than I am, but my View from the Back is still better than the view from the couch. Come out and join us!

Two days after the AX, I saw a red 2011 Boxster Spyder on AutoTrader! It was still being shipped to a Porsche dealership in Houston and there were no pictures, just a list of the options and the mileage—6,456. I emailed the dealership, got some background information and made a deposit. When the car arrived, it was inspected, certified, and I got a copy of the inspection results. I flew to Houston, inspected the car and bought it. We never thought we would find another guards red Spyder and definitely not one with under 7,000 miles! It arrived on the Monday before Thanksgiving, and our garage is now full again. Kathy has a car that she can AX, and we have a special car that we can enjoy on tours and other Porsche events. Come out and join us at one of those events as well!

PCA-SDR hosted a Time Trial and Club Race at Buttonwillow Raceway, just north of Bakersfield, on November 10th and 11th. This was my first trip to Buttonwillow, and even though I had studied videos and maps, I was really lost in my first session on the track. Fortunately, Bryan Van Noy volunteered to wedge his 6 foot 3 inch frame into Stan and help me learn the track. With Bryan's excellent help and amazing patience, I got a little bit faster each session, but was still struggling with learning the proper line around the track. Mark Curran offered to have me ride in his car in the 4th session so that I could see the line he was driving. Mark spent the whole session driving slower than he could have and calling out reference points and car position on the track.

I jumped out of his car and was expecting to drive my car with Adam Gill instructing, but saw that Adam was preparing to give me another ride. With my history of stomach problems, I am pleased to say that I survived back to back sessions in the passenger seat. I was relieved when Adam announced, "This will be the last lap" as I was just about to make the same suggestion! In the last two sessions on Saturday, I was much more comfortable driving, and my times continued to drop. By the end of the day I was still in the bottom 5 but much closer to the other times. And I was starting to enjoy myself.

At the social after the track closed, Kathy and I were very popular with our tale of finding the new Spyder and rolling the clock back 6 years to start with the same car and the same mileage as we had in 2012.

There were just two practice sessions on Sunday because of the club races. I dropped my best time from Saturday

another 9 seconds before we did the timed runs. (If you are slow enough, it is easier to post big improvements!) Javier Varon did a 2:14.62 in a nice new Cayman, and Don Auten recorded 2:19.36 in his Boxster. Kevin Sechrest, who also was just learning the course, had a 2:21.73, and Terrence Smith did a 2:29.98 in his first big track event. Marcela Aguirre, who drove in the DE at Chuckwalla, had a best time of 2:20.23 in her first track event. In the timed runs I improved to 2:25.74, still in the bottom five, but feeling much more comfortable about learning a new track and learning how to drive Stan.

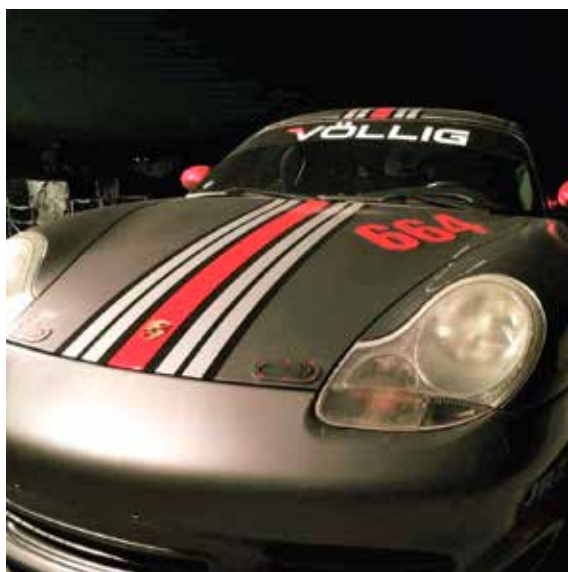
After the timed runs, we watched the big boys run a one hour Enduro club race. It was great to watch these experienced

drivers battle, wheel to wheel, on the same track that I had just been struggling to learn. We are so fortunate to have great facilities like Buttonwillow, Chuckwalla, Spring Mountain, and Willow Springs, where we can learn to drive our cars near their limits in a safe, controlled environment.

As Thanksgiving approaches, Kathy and I are thankful that we have our health and can remain active, that we have a happy new grandson and many great friends in the Porsche club, and others who are not. We are also thankful to live in a country where we can say and publish our thoughts freely without fear of retaliation. 🦅



Victoria and Javier's Cayman with "Track wheels and tires on—ready for Buttonwillow



Stan getting ready for a cold night

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CCW wheel halves. Outside half for standard CCW race or street. 18" x 3". Good condition. \$50 OBO. Also NASCAR alternator, \$100. (760) 749-1485

Mobil 1 15-50 5 qt. new, unopened. \$25. (760) 749-1485

951 Parts Numerous 951 parts including bell housing, flywheel, camtower, turbo S hubs, intercooler, stock headers, intake manifold. 3 good Carrillo rods. Asking \$600 for all. Call for complete list or email mvz944turbo@gmail.com (760) 749-1485

911-Boxster Twist Wheels Good set of 911-Boxster twist wheels with center crest and near new G Force Comp 2A/ S tires. 17 x 7 F, 17x9 rear. Fits Boxsters, 996,968, 951. Asking \$1,100 or OBO (760) 749-1485

CCW Track Wheels (2)3pc 17x8.5 -38mm \$250ea (4)3pc 17x9 -44mm \$300ea large pad size 5x130 fully swiss peened Black Anodized centers Dan (858) 967-6266

912 Bumpers/Deck Lid + Seats Original good condition. Best offer. Will trade for fiberglass. ALSO: GTS classics seats montecarlo new condition \$3K new, best offer. (858) 220-1194

BBS Carrera III wheels. 18" Set of 4 off 2008 997.1. Good condition. \$1200. tjp1446@yahoo.com. (760) 788-8981

Spare wheel for trailer- FREE 16 inch wheel; white with triangle-shaped holes, fair condition (some rust). ~50% tread.

Call or text for photo/info
858.880.5455

Sparco Pro2000 race seat \$200 Used w/ scratches and bolster wear but totally usable, structurally sound; blue color. LaJolla pickup; email for pics: endoguess@mac.com (858) 456-2480

Sparco Pro2000 race seat \$200 Used w/ scratches and bolster wear but totally usable, structurally sound; blue color. LaJolla pickup; email for pics: endoguess@mac.com (858) 456-2480

'99-'01 Carrera Headlight Assy Passenger-side (right) halogen headlight assembly with CLEAR turn signal lens. MINT CONDITION, no fogging/burns/cracks, taken off car at new+3yrs. Also fits '97-'04 986 Boxsters. \$250. Russell@LightningMotorsports.us (858) 442-7466

Wevo 986/987 SS Engine Mount Semi-solid racing engine mount for '97-'08 986/987 Boxster/Cayman. Lightly used, comes pre-installed in factory engine mount bracket. \$125. Russell@LightningMotorsports.us 858-442-7466

H&R 986 Boxster Rear Sway Bar 22mm Adjustable rear sway bar for '97-'04 Boxster. Good condition, almost new bushings in mint condition. \$180. Russell@LightningMotorsports.us (858) 442-7466

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

WANTED

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

MISCELLANEOUS

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

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Forty Five Years

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Tom Gould

witnessads@pcasdr.org

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To:

Susan Brown, Editor

PERIODICALS



MOVING? Send change of address for the Windblown Witness to:
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