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The official publication of the San Diego Region Porsche Club of America
March 2019

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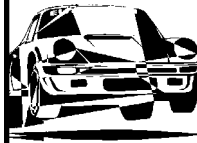
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From the Queen's Corner

Victoria Varon
SDR President

As I sat down to figure out what to write in this particular article, I was reflecting on Valentine's Day. As I'm writing this, Valentine's Day was yesterday. It's a day that is all about love. Some people call it a silly Hallmark holiday, but for whatever reason, I've always enjoy this holiday and the opportunity to show and express my gratitude to the people around me.

Then I started thinking about this club of ours, of which I am SO grateful. What a great opportunity we have to engage with so many new people all the time. Every time I go to events there are always new faces there. I do my best to try to interact with people I have not met before, and revel in getting to know new members, what they're up to, what Porsche they drive, and what they're looking for in the club.

I am so blessed and proud to say that some of the greatest friends I've met happened within this club, and some of those friends even turned into clients and colleagues as a result. It's no wonder when you spend several days a month interacting with the same group of people over and over.


I really enjoy how social our club is (no surprise as your former Social Chair) because it allows me a chance to expand my network of friends. If you know me, you know that I am a very social person, so that's definitely a rich reward for being an active member of this club.

Sometimes, especially for newer members, it may seem like the same clique of people hang out together. I've heard this complaint in the past about our club, that it can seem a little clique-ish. (I think most clubs have the same perception.) So I have tried to be engaging and friendly with everyone I come in contact with, and that seems to work for the most part. I will say, in my honest opinion, a lot of times these cliques are a facade. Especially with this club. I've had the experience when I was a newer member of being brave enough to jump in and have a conversation with

a group of people who seemed really tight knit, and I have been welcomed with open arms, consistently.

I learned that what appears as a clique is not always a clique. For instance, there is a group of ladies from the club that started to go on regular tea dates monthly. We started out as about four or five women, and as we would talk about our adventures in tea with other ladies they would say, "that sounds amazing, I would love to join!" And anyone who expressed interest was welcomed with open arms. We now have a list of about 25 ladies, lots of them members of the club, some of them just friends of members of the club, and we are constantly adding more ladies to the list who express an interest to join us.

So my recommendation is, if you're at a social event, be courageous and strike up a conversation with anyone that you wish to. You'll be surprised at how welcoming our members are, and how willing they are to include you in their conversation. After all, we're definitely in a car club for the benefit of talking about our cars and exploring relationships with our cars as a focus (it's a great ice breaker). I think as a social club, this affords us the opportunity to connect as human beings, meet new faces, and become great friends with a few of those new faces we might allow into our life.

So if you're a new member, make friends, it's very easy to do in this club! If you're more of an introvert, come find me at an event and I'll introduce you to at least two or more people. If you're a seasoned member, make some new friends as well, as we have great new members with many interests joining every week. Extend yourself to them so they can get to know you and ask questions about this fantastic club we all love. Let's grow our participation in this club to new heights this year and really participate as a PCA-SDR family. 

The *Windblown Witness* is moving toward publishing on a quarterly basis! Our next issue will be May, then August and November. Please see pcasdr.org and our Facebook page (@PCASanDiegoRegion) for up to the moment information on events.

GAS, BRAKE, CORNER!



Come drive your car fast, join us at an autocross!

February 16
March 16
April 13
May 25
June 15



An autocross is a temporary racetrack, made of soft cones, set up in a parking lot. Drivers race against the clock, safely separated from each other. First timers and inexperienced drivers will be assigned instructors to help them learn how to get the most out of themselves and their cars.

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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February Board Meeting

PCA-SDR 2019 Board of Directors Meeting 2/6/2019
Home of Sara Gengler and Mike Miller
1552 San Luis Rey Ave, Vista, CA 92084

Attending 2019 Board Members: Victoria Varon, John Straub, Jeni Noerenberg Bartley, Mike Miller, Mike McGowan, Ulrick Matsunaga, Tom Gould. Attending via call in: Gisele Gonzalez.

Call to Order: 19:00

President: (Victoria)–

~Discuss Committee Chair openings: Auto Museum, Safety Chair for AX – still pending, some individuals considering.

~Discuss WW quarterly schedule – Jan-March monthly, skip April, then quarterly issues in May, August, November – Susan obtaining bids for full color issues; Javier (Advertising) discussing potential new advertising structure, rates. Keith V – request to advertise in next few Witness issues that will be going quarterly and to sign up for e-blast to receive notifications for upcoming events.

~CFOS (California Festival of Speed 3/30-3/31) – Looking for volunteers, please assist. Thanks to those who volunteered. Huge draw for family, lots of events and fun including tech sessions. John Straub to give auto photography class. Participate or volunteer!

~Website Redesign – fielding referrals to Victoria Varon and/or Greg Bartley.

~Cars and SDR – please refrain from parking in front row to allow business patrons to have a place to park.

~Pass out Z8 rules for each event chair (TT, DE, AX, Concours and Rally)

~Mike McGowan serving as Meeting Timekeeper. Not that we will have designated times for each chair, but he is engaged in a promise to keep the meeting flowing and have us end within 2 hours or less each BOD Meeting. Please listen to and respect the time keeper. Mike Miller is acting as Director Liaison for Driving events.

~John Straub – membership list is very private amongst chairs only – not to be used for personal or business advertising or blasts. Privacy policy is nationally recognized – please know that if you receive advertising from unwanted businesses that you suspect, please report this to the board.

Secretary: (Jeni)– Approve January Meeting minutes (M/S/A)

Treasurer: (Gisele)– Report on Financials. 2019 Budget from Chairs presented to BOD (M/S/A)

AX CDIs: (Anastasia, Mike, Ryan)– Update on our plan for encouraging driving instructors to instruct students at autocross – Proposed – 3 sign up categories: student/driver/instructor. Students must have 4 SDR AX before CDI can sign them off as a driver (unless they have extensive AX experience elsewhere and can prove it).

Instructors are not volunteering enough and this is likely due to too much time in corner working, which is taxing. Proposal:

1) Change to MSR question from “Will you instruct?” to “Do you have a medical exemption or work exemption from chief driving instructor?” and add secondary question “If you have exemption, may others drive with you?” This is to allow less experienced solo drivers to have opportunity to improve their skills and be less difficult for instructors.

2) Don’t make instructors with students do double-duty corner work, as this is a big disincentive to instruct. This could be accomplished through a multi-pronged approach:

a) Require that only brand new, first-time students have an instructor with them for the ENTIRE session, to make sure they have a VERY clear understanding of how to corner work safely and effectively. Students who are NOT first-timers would be accompanied by their instructor for the first 10 or 15 minutes, until the instructor ascertains that they understand how to corner-work safely and effectively.

b) We have noticed that certain corners are extremely busy, whereas at others, only a few cones are knocked down the entire session. We will try to better determine where corners should be, make sure that student-instructor teams work the busiest corners, and eliminate any unnecessary corners. We have also discussed getting a motorized scooter for a “rover” to pick up the odd knocked over cone with no corner nearby.

c) If we are still short of corner workers, the pool of instructors without assigned students would draw straws, and the short straw(s) would work a 2nd corner-working shift, or portion of a shift, as needed. This would remove the advantage for not taking a student.

2019 PDS: (Keith V. , Mike B.)– working on saving money, however working from original budget. 40 students (up to 44-48, at discretion of CDIs). Budget submitted, (M/S/A).

AX: (Eric, Jerry, Scott)– Budget reconciliation for January AX, reconciliation yields that all autocross registration will increase slightly to prevent loss. Revision of the SDR standing rules for autocross – Location site updated, attendance not limited to PCA members and future CDIs have discretion to decide. Students are not required to

participate with a Porsche. Awards to be given to X-Class members. Request from member body to not allow non-member students due to instructor shortage. Vote deferred for further revision.

Social: (Genette, Angela, Carmen, Victoria)– Updates to Social from Genette.

~LTS – To have location advertisement so the locations are all known for the year. Acknowledge work of Bev Gould for hosting at Green Dragon Tavern. Next one at the Brigantine in Point Loma.

Progressive Dinner – looking for hosts, June 8.

~Angela/Carmen - NYE/Winter Formal reconciliation budget presented. Hoped for 140 but ended with 110 attendees. We did comp 4 sponsors with 2 tickets each: Porsche SD, Black Forest, Mirage INTL, Anastasia Berta Designs - All expenses have been paid in full and reimbursed to chairs.

~Drivers Awards Party – wonderful location, turn out. THANK YOU to Angela Avitt and Carmen Lopez for all of their tireless efforts.

Concours: (Tom B.)– Concours date request: 9/14/19 needs approval (M/S/A) Possible ideas – have a PCA juniors model car concours?

Tech Sessions: (Julie)– Two tech sessions to present and approve – wanted to integrate owner lifestyle tech sessions

3/10: 5 Points auto spa: presentation on Ceramic Pro etc. (hands-on), a class from a brewery about beers and lunch. Adam and I thought a drive was a better separate event.

6/8: Hoehn Porsche: 2020 Porsche 911, facilities tour, mini fashion and accessories show and lunch.

Membership: (Lana/Adam)– New Member event proposal to quarterly events using same budget as last year. (See Pictorial)

Q1: Tuesday, March 26 (6-7PM new member mingle, then piggy back on Last Tuesday Social)

Q2: Sunday, June 30: Piggy back on PCA-SDR Cars and Coffee (get someone to sponsor coffee and donuts for new members?)

Q3: Saturday, Sept 7, 4-6PM: Cars and Happy Hour Event

Q4: TBD: Piggy back with End of Year Volunteer Party

~Sending Digital Greeting to New Members with links now for immediate engagement. Will continue to send hard copy package with name badge every 60

days. Open to including other gift certificates, discounts for vendors, etc. if sponsorship is sourcing those items.

La Jolla Motor Car Classic: (John/Katie)– All planning is going well for the La Jolla Motor Car Classic, with 7 Porsches registered.

Sponsorship: (Bruce/Dan)–

1) Sponsorship Liaison hurdles.

Status: Inconsistent service for Sponsor's contributions. No current standard for supporting the club. No recent historical data to use for comparison. Poor annual transition.

Plan: Approve MOU Sponsorship Menu. Use as template for future negotiating. Distribute to all Chairs.

2) Chair Communication Status:

After the January board meeting your sponsor liaisons enacted the board's direction. Our club chairs were contacted regarding their interest in supporting sponsorship commitments. After several attempts, approximately 30% of our chairs responded. Many ideas for allocating sponsorship dollars were suggested. Few ideas for supporting the donations were given.

Plan: Approach Chairs individually, if needed to recruit support action for Sponsors

3) Dealer Sponsorship Status:

Delays in Dealer meetings resulted in additional SDR Sponsorship not being included in their formal 2019 budgets. Expect similar Dealer support (or less if WW advertising decreases) in 2019 as 2018. Dealers also voiced concern that supporting SDR wasn't resulting in business for them. Primarily new car sales.

Plan: Start this year for 2020 commitments. Survey our new and current Membership for car purchasing/service data. Distribute Sponsorship MOU menu to recruit additional event Sponsorship.

4) Independent Sponsorship Status:

5 Point Detail and Mirage International have given verbal commitment to the MOU. Currently choosing which events to allocate.

Plan: Confirm 5 Point and Mirage. Solicit additional Independent Businesses. Distribute Sponsorship MOU menu.

5) Individual Sponsorship Status:

John Straub has committed to a Concours booth. Rick Levenson, Alain Stad, John Cahalin, and Cindy Wing each donated \$100 cash for the past CVR event. Chris MacDuff and Jay Gedanken have pledged support as well.

Plan: As my Dad always said, there are two things you never refuse: cash or a breath mint. We will continue to accept any and all generosity!

Automotive Museum (Michael Harris): (See report to type)

New Business: Village Walk Car Show: See report to type – Eastlake

Announcements: Upcoming Board meeting dates/ locations:

Mar 6 – Dan & Katina Carusillo

April 3 (possible conflict with PCA Treffen Santa Barbara – check with Board members) – Gisele Gonzalez

May 1 – Lana & Adam Gill @ Vollig

June 5 – Stephen & Frieda Tierney

July 3 – Mike and Carmen Brown

August 7 – Julieann Billings-Riordan & Christopher Riordan

September 4 – Joe Hoffman

October 2 – Vicki & Frank Powell

November 6 – Mark & Katie Kinninger

December 4 – Porsche Carlsbad (TBD)

Thank you to Mike & Sara for hosting!

Adjournment 20:45 🦅



Member John Ma reports that there are no Porsches in Antarctica, only penguins. And yes, that's an iceberg about the size of Manhattan!



Off-road tour participants enjoy lunch at The Roundup Grill near Lake Henshaw in Santa Ysabel.

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*Jerry Bumpas tries to turn his white
Cayenne ~~tan~~, after dashing through a
mud hole.*



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February Off Road Adventure

Text and Photos by Garrett Guess

The PCA-SDR off-road adventurers took to the trails again in the Anza-Borrego Desert State Park on February 9th. Living in Southern California, especially near the coast, it's easy to forget that the winter weather in the mountains and deserts can actually be cold winter weather!

The off-road group met in the morning at our usual spot at Dudley's Bakery in Santa Ysabel, where it was windy and cold with temperatures in the high 30s, which made for a really cold briefing before the drive commenced. We were fortunate to have several new drivers along with some prior attendees, with thirteen total vehicles. The winter rains in the weeks leading up to the event had done an amazing job watering the desert foliage, making the surroundings green, and the tall ocotillo plants were even blooming with red flowers. The rains also made the trail's traction more challenging, such that the tour route was actually changed from its original 16.8 mile route to a less technical 17.2 mile one. This tour was originally slated as a more challenging drive, but given the vehicle equipment in attendance and the trail conditions from the recent weather, the route was changed to allow the group to spend more time enjoying the drive, versus the decent likelihood that we'd be digging vehicles out of the dirt or having to tow them up some of the rocky and slippery grades that were in store.

With all of the vehicles in a single file line separated by a few car lengths, the tour started out in a wide wash region

at the low point of Grapevine Canyon at 1400 feet above sea level. Through this easy stretch, vehicle speeds were in the range of 10-30mph going through the ocotillo and teddy-bear cactus filled desert canyon. After 6.7 miles of easy driving, the first challenge came with an 18% grade over some slippery rocky terrain that had some rather deep ruts that required slow crawling and accurate tire placement. Brad Tuck's beautiful white 958.2 GTS made it through without contacting, and even the base model Cayennes with no air suspension also did OK. It was a good learning experience for the newer drivers to "feel" the traction control systems work. In a Cayenne without locking differentials, a certain amount of wheel spin will occur before the Automatic Brake Differential function kicks in to brake the wheel that lacks traction. The first instinct is to let off the gas due to the felt and heard slippage, but by staying on light throttle, the Porsche's traction control does its thing and routes power to the wheels that do have traction to move the vehicle along. A few of us were out of our vehicles watching everyone get through this section, and it was fun to see the Cayennes teeter on three wheels, grasping for traction in the tough spots.

At the 7.3 mile mark, the group stopped at the Angelina Spring Cultural Preserve area to talk, stretch our legs and search for morteros, or bedrock mortars, in the surrounding granite rocks that were used by native Indians. With the wind blowing and the cold temps, our stop wasn't for



The Cayennes pause in the clouds at the highest elevation point on the trail at 4200 feet.



Jerry Bumpus tries to turn his white Cayenne tan, after dashing through a mud hole.

very long as the group headed back out onto the trail in our comfortable rides. Instead of turning up the challenging Japser Trail at the 8.8 mile mark as we had initially planned, the group continued along Grapevine Canyon reaching the 10.5 mile mark at 3400 feet elevation. We turned off Grapevine Canyon and climbed to 4200 feet where there was actually snow on the ground and we were high enough that it looked like we were actually within the rain clouds just above our heads. Up until this point I had dodged every mud puddle possible, recalling how much work it is to clean out all of the mud from all the crevices of my Cayenne, which I prefer to keep squeaky clean! I was doing well until we reached a large 20-foot or so stretch of mud that may have been about a foot deep and encompassed the entire trail. My son was on board and encouraged me to go for it, and that's what we did... three times! The group stopped around this large mud puddle where some adventuresome thrill seekers charged through the bog, sending mud flying upwards of 20 feet! Those that bypassed that mud hole probably didn't realize they saved themselves several hours of hosing out the mud from their vehicles! I will admit that I really enjoy off-roading, but I also like my Cayenne to be clean!

The group descended from the 4200ft. snow and mud covered trails to about 3000 feet, where the off-road drive portion of our adventure concluded after 17.2 miles of off-road driving. After a short drive we then met at The Roundup Grill restaurant next to Lake Henshaw off Highway 76 to enjoy some huge delicious portions of burgers, fish tacos, salads and sandwiches, while hanging out with our new and old PCA-SDR friends. Upon leaving lunch to head home, it began to rain pretty hard, which could not have been more perfect to help remove much of the mud coating the undersides of our vehicles.

This event was an enjoyable adventure shared with PCA-SDR family and friends, and was a great way to enjoy the blooming desert scenery in the winter. In the next month or so it will be really beautiful as the cactus flowers bloom, so look out for another Off-Road Tour in the near future where you can experience the off-road capabilities of your Cayenne and even Macan with your family along for the ride. If you haven't thought about it, we'd love to have you come along and join in this different kind of Porsche fun!



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The La Jolla Motor Car Classic at The Concours

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<https://www.lajollaconcours.com/registration/la-jolla-motor-car-classic-registration>

If you have questions please contact John Bell at belljn@aol.com or
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May 3, 4, 5 2019

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San Diego Region

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

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

Cost:
\$495
Including
Meals

This Performance Driving School is not intended to teach attendees how to drive.

Entry requirements: you must be a PCA member, driving a Porsche and already be a fully competent driver.

This is an opportunity to learn Performance Driving techniques that can be applied to any driving situation. The driving skills you learn will significantly enhance your ability to enjoy driving your Porsche. When registering be sure to add your PCA membership number and your cell phone number

PDS: 3-Day Schedule

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

To Register: <http://www.pcasdr.org/events/2019-MAR-PDS>

For More information: cdiq@pcasdr.org



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March - April 2019

March 2–3 - Saturday–Sunday LA Lit Show and Swap Meet

Details: See pcasdr.org for more info.

March 6 - Wednesday Board & Member Meeting

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

Place: Carusillo Home, 4444 Bermuda Ave, San Diego 92107

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

March 10 - Sunday Tech Session

Time: 10AM - 12:30PM

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

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

Discussion and presentation of Ceramic Pro. There will be stations set up for our attendees to see the before and after of the various products offered. There will be technicians on site to answer questions and some stations can be hands on.

5 Point will have a brewery for limited beer tasting during lunch.

March 16 - Saturday PCA-SDR Autocross

Time: 6:30AM – 5:00PM.

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

March 24 - Sunday Back Roads Tour

Time: 8:00AM

March 26 - Tuesday Last Tuesday Social

Time: 6 – 9:00PM

Place: Tommy V's Urban Kitchen and Bar, 2659 Gateway Rd, Carlsbad

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

March 29-31 - Friday–Sunday Festival of Speed

Details: While not an SDR event per se, the Time Trial at the year's biggest Southern California Porsche event, PCA Zone 8's California Festival of Speed, is part of our TT series.

The Festival website is <http://CalFestival.org>.

TT Registration opens at 9:00AM PST on February 16 (subject to change) at <http://cfos.motorsportreg.com>.

Club Race Registration is at <http://register.pca.org>.

See pcasdr.org, or our Facebook page @PCASanDiegoRegion for more information on all events.

March 30 - 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.

April 3 - Wednesday

Board & Member Meeting

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

Place: Gisele Gonzalez, 7554 Navigator Circle, Carlsbad, CA 92011

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

April 13 - Saturday

PCA-SDR Autocross

Time: 6:30AM – 5:00PM.

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

April 14 - Sunday

La Jolla Concours

Time: 8:00AM – 5:00PM.

Place: La Jolla Cove, Ellen Browning Scripps Park, 1133 Coast Blvd, La Jolla, CA

Details: See pcasdr.org for more info.

April 27-28 - Saturday-Sunday

Chuckwalla DE and TT

Place: Chuckwalla Raceway

Details: In April we return to the newest track in Southern California for another novice DE and experienced driver Time Trial, this time running clockwise! This is your last chance to get to the track with SDR before the long summer break. Registration opens March 16 at 9:00 am at <http://pcasdr.motorsportreg.com>.

April 28 - 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.

April 30 - Tuesday

Last Tuesday Social

Time: 6 – 9:00PM

Details: This month we will be dining at 94th Aero Squadron in San Diego. Located inside a replica of a World War I French farmhouse, the restaurant sits overlooking Montgomery Field Airport, and is packed full of military memorabilia, antique farm implements, and aviation relics. There are even headphones at some of the tables for diners to listen to the FAA control tower.

PCASDR Auto Museum Report

Text and Photos by Michael Harris



The San Diego Automotive Museum in Balboa Park offers a new display featuring “Automotive Icons.” The vehicles are classics from Europe, America, and Asia from the 1930s to a 2005 Ford GT. Porsche is represented by the last, and many would say best, of the 356 line in the form of a 1964 SC coupe in Champagne yellow and brown interior. The “C” was offered as 1964 and 1965 models with four wheel Ate disc brakes and a 1600cc four cylinder motor with power rated at 75 or 95 DIN. The SC engine had higher compression, a more radical camshaft, and two larger carburetors than the C model. Both cars were true GT cars that offered high speed touring in comfort and quiet on German autobahns. The 356 model was replaced by the 911, which was powered by a 2.0 liter, overhead cam, six cylinder motor with 130HP. Not well known outside the Porsche factory, the Dutch government ordered a handful of 356 SC coupes for highway patrol duties in Holland, and these cars were built and delivered as 1966 models.

British cars are represented by a 1965 Jaguar XKE coupe and a 1969 Morris Mini Cooper. Quite a contrast, with the Jaguar being another high speed touring car and the Mini Cooper being the size of a current Smart car but able to hold four adults with one small suitcase being carried in the tiny boot. During the 1960s, one could tell if the Mini was the 850cc model or the 1000cc or 1275cc Cooper S model by watching them on the auto bahn. If it was a Cooper S, you could watch the tiny Mini drafting a large Mercedes

Benz sedan at speeds in excess of 100mph. Italy is represented by a 1971 Ferrari 365 GTB Daytona coupe in Ferrari red. American cars range from a 1957 Ford Thunderbird to a 1967 Pontiac GTO with a 400CID V-8, and a clone of Steve McQueen’s 1968 Mustang fastback with four speed, J-code V-8, and mag wheels, done up for the movie “Bullitt.” The movie plays on a monitor above the exhibit and the chase scene between McQueen’s Mustang and the assassin’s Dodge Daytona through the streets of San Francisco is one of the most exciting ever filmed. And for Porsche fans we get to see McQueen driving his girlfriend’s 1964 Champagne yellow Porsche cabriolet. For motorcycle enthusiasts there are two famous bikes from TV and film, the Harley Davidson chopper from “Easy Rider,” and the classic British “Triumph” ridden by “the Fonz” in “Happy Days.”

Featured French cars are both manufactured by Citroen, but no two cars could be more different. The DS model “The Goddess” is an ultra modern, super sophisticated aerodynamic marvel of automotive beauty with good speed, fine handling, and ultimate comfort and safety built in. The biggest downside to this complex beauty was the high initial cost and expensive maintenance. Dennis Tolley, an experienced British car mechanic in San Diego, raved about the car. He owned the station wagon version and thrilled at the ease, fun, and comfort to drive features of the car. He was able to keep his car running but he was a master mechanic. The opposite of the DS is the 2CV little brother, dubbed



1971 Ferrari GTB Daytona




1968 "Bullitt" Mustang with actor Steve McQueen (the King of Cool) movie poster

"the Snail" for its modest performance. The 2CV was the French answer to the German Beetle. The vehicle was built from 1948 until 1990 and was often seen on farms as a multi use vehicle. Inexpensive to purchase and maintain, it was the perfect post-war vehicle for a country digging out after five years of war and suffering from tremendous war damage.

Japan offers a true sports car icon from 1970 in the form of the 1970 Datsun 240Z. When the Z car (as it came to be called) came to America in 1970, Americans were amazed at how much performance and looks Datsun

offered for a very reasonable price of \$3,530. The car was powered by a 2.4-liter six cylinder inline overhead cam engine producing 151 horsepower and an all synchromesh four speed manual transmission. The car was often compared to the Jaguar XKE in terms of accommodations and performance even though the Jaguar cost much more at \$5,725 in 1970. The basic Porsche 911 model, the 911T listed at \$6,430 in 1970. And the Datsun had a reputation for reliability, not always the case with Jaguar and its electronics from Lucas Electric, aka "The Prince of Darkness."

Several more automotive icons make up the list of featured display vehicles including a Volkswagen Beetle and a 1963 Chevrolet Corvette split window coupe, whether with or without fuel injection. And this does not include the Classic Cars from the Petersen Automotive Museum, the 1931 Cord L-29 and the 1938 Delahaye Type 135 Competition Roadster. We will have more photos and descriptions next month.

The regular collection still features the 1947 Cadillac sedan modified by Mr. Louie Mattar to drive from Alaska to Mexico City without stopping, Frank Sinatra's London Taxi used to squire the Rat Pack around Las Vegas, Bob McGinnis's 1931 Cadillac V-16 convertible, exotic Italian sports and sports racing cars, and the World Class motorcycle collection and library of automotive manuals, magazines and books. The Automotive Museum is still Balboa Park's best value at \$12.00 for regular admissions. See you there. 



1964 Porsche 356 SC coupe



1965 Jaguar XKE

TIME TRIAL

19

Jan 26-27	Chuckwalla Valley Raceway	ccw	DE/TT	Dec 15
Feb 23-24	Streets of Willow Springs	cw	DE/TT	Jan 12
Mar 29-31	AAA Spedway(CFOS)	ccw	TT/CR	Feb 16
Apr 27-28	Chuckwalla Valley Raceway	cw	DE/TT	Mar 16
Sep 21-22	Willow Springs(2.5mi)	cw	TT	Aug 10
Oct 12-13	Chuckwalla Valley Raceway	ccw	DE/TT	Aug 31
Nov 2-3	Buttonwillow Raceway Park	cw	TT/CR	Sep 21
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Choosing the Right Porsche

By Javier Varon

Whether your significant other is a PCA member and you're an affiliate member without your own Porsche, you're a "test drive" member thinking about purchasing a Porsche, or you accidentally picked up this magazine at a friend's house, maybe you are yet to own a Porsche.

With what seems like an endless amount of choices of even the venerable 911 available, how do you begin to decide which Porsche is for you?

Often when people new to the brand find out how many Porsches my wife and I have owned, or that I briefly worked at Porsche San Diego helping them with their Classic Partner division, I'm asked the question: "what's your favorite one?" Or "what should I get?" The first question is almost impossible to answer. It is a bit like being asked to choose between your kids for a favorite. In terms of the second question, as a great salesperson should do, I like to dig deeper. I tend to answer the question with a couple of questions: why do you want a Porsche and what is the intended use?

Let's look at both questions to decipher what "Pcar" is the right one. For some, it is the brand. With Porsche's reputation and exclusivity, it is to be expected that a major portion of Porsche owners are searching for status. For these folks then, we can move immediately to the next point of the cars intended use.

My favorite reason, however, is when someone tells me that they've always wanted one—that they had a poster of a 911 turbo on their wall as a kid, or that they remember sitting in the back of a family member's 911 and they were changed forever.

Regardless of why they want a Porsche, at the end of the day we must consider the car's use.

For argument's sake, let's assume that what you're looking for is a sports car. Great! Is this a car that will be a daily driver or a weekend car? I've owned enough "classic" Porsches that had I kept them all, I could open a dealership.



My favorite customer, while I was working with Porsche of San Diego, my wife and our president, Victoria Varon.

One thing is for certain, “classic” means old.

Old cars, even masterfully engineered ones, are still old, with their own attendant issues—oil leaks, manual steering, no ac, loud exhaust, notchy shifter, propensity to oversteer, etc. Often these quirks are what makes the car a blast to drive. Make no mistake, these can be real issues.

Be honest with yourself about the kind of use the car will see and what you truly enjoy about the driving experience. Sure, it's seductive to imagine yourself ripping through mountain twisties in your air-cooled 911 like so many YouTube and Instagram videos, but don't kid yourself, if you're not used to smelling like oil or sweating profusely on a hot day, it can get tiresome.

If, however, the above sounds exciting, then by all means, buy that old 911. Very few cars can provide the kind of ownership satisfaction that a classic Porsche gives its owners. As far as which classic car to buy if you aren't determined to have a 911? That's a whole other article. From 924 to 959s the classic market has something for everyone.

Let's look at modern Porsches. If you want the best of modern engineering, Porsche provides some of the best cars on the planet.

If you want a sports car, you really can't go wrong with any of the current offerings of 911 or mid-engine 718s.

If a family car is what you need, Porsche offers three fantastic platforms. The Cayenne, The Macan and the Panamera.

Let's look at what each model offers in its base form. Each model will have several versions from base, S, GTS, Turbo etc., but for our purposes, let's compare the base models to consider them fairly.

The 911

When people think of Porsche, they generally think of the 911. I can't think of many cars with the history of the 911, or one that represents an entire company so thoroughly. Many of us grew up with the 911 on our walls, and it's the reason we became owners when we could afford one.

That said, even if you have been thinking the 911 is the sports car you should get, you should still consider its use. Will it be a daily driver, weekend car or track weapon? Will you be doing long distance trips or just driving around town? The 911 has grown not only in stature, but also in

physical size. No longer is it the small sports car that would merely be an extension of you. While it retains a lot of its original appeal, it has grown to be more of a GT cruiser. With the exception of the GT models, it fills the niche the 928 originally was supposed to fill when it was conceived as the 911's replacement.

If you're looking for a great all-around sports car with a pedigree to match, you can't beat the 911.

The 718

For open top motoring, however, the Boxster deserves some serious consideration. Not only is it worthy of the badge, in many ways the 718 Boxster (and its sibling the 718 Cayman) now do the job the original 911 used to fill.

When it comes to sheer driving satisfaction, the mid-engine Porsches are truly worth a look. While they may not have the 911's heritage or flat-6 engine, they have what many consider superior handling and all around more satisfying driving dynamics. If the intended use of your Porsche is the mountain drives and/or track use, it is hard to argue against the Cayman and Boxster. While they lack the 911's prestige and rear seat, they more than make up for it in pure driving satisfaction...and they have two trunks for plenty of luggage space.

If, however, you need four seats, but want a sports car. No need to worry. Porsche has you covered.

The Macan

Not only is the Macan one of the best-looking sporty SUV's available, it is as close to a legitimate sports car as an SUV can get. If garage space or your wallet limits the number of Porsches you can own, the Macan can play the role of a four door SUV and a sports car quite well. Where else can you find a car that can do an autocross, seat four, go off road, and tow up to 4,500 pounds?!

If you've considered any smaller SUV, test drive the Macan. Even the base with its 4-cylinder turbo has plenty of kick to be exciting. The handling is the biggest surprise. This SUV can handle!

The Cayenne

I don't think there has been a vehicle that has caused the ruckus the Cayenne caused when Porsche introduced it. What was Porsche thinking making an SUV?!

While it took a lot of us time to get used to the idea of a Porsche SUV, we ultimately came around. It is a fantastic “truck.” My mind went from “I will never own one” to “I love this thing!”

Powerful, beautiful, and still sporty. Tow 7,000 lbs. during the day, go out to a fancy restaurant in the evening. It is quite unsettling to drive a big SUV in the middle of nowhere and look at your speedometer and see you’ve been doing 120mph and barely felt it...I assume...of course....

If your family requires a bigger vehicle, say no to the minivan. Get a Cayenne. It is as fun and spicy as its name implies.

The Panamera

During my short tenure at Porsche of San Diego, I had the opportunity to drive many great cars. One of my biggest surprises was attending the launch of the new Panamera and driving it on the track at the Porsche Experience Center in Los Angeles.


Until that point there was still a bit of doubt in my mind as to whether the Panamera deserved the Porsche crest. On the track, that big luxury sedan was doing things it had no business doing.

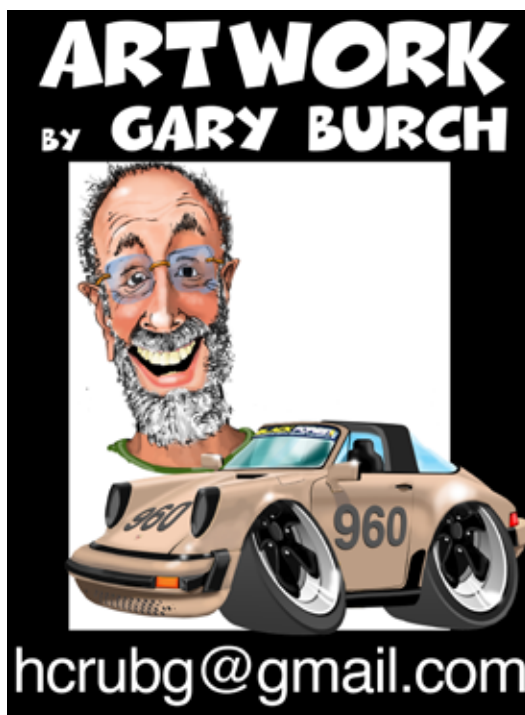
Not only is the fit and finish top-notch, you can drift a corner while listening to a concerto on your Burmester stereo system.

If a high-end sedan is what you are looking for, and driving is more than the act of getting from point A to point B, the Panamera is the car for you. While I would personally prefer a full three seats in the rear, there is no disputing what a fantastic car the Panamera is.

Unlike most other car companies, Porsche only has a few models to choose from. However, with so many different versions of each model available, choosing between a base, an S, or GTS can be quite daunting.

Wouldn’t it be great to have a non-biased resource available to you in choosing the right car? What if you could have a former Porsche Certified Brand Ambassador at your disposal whose only interest is to help another fellow enthusiast?

You do now. I would love to be that resource for you. A PCA “Enthusiast Ambassador” of sorts. Whether you are looking for a new, used, or classic car, and have questions or perhaps want some coaching on negotiating with a Porsche dealer or private seller, contact me. Many members already have, and it would be my privilege to be a part of your Porsche journey. 



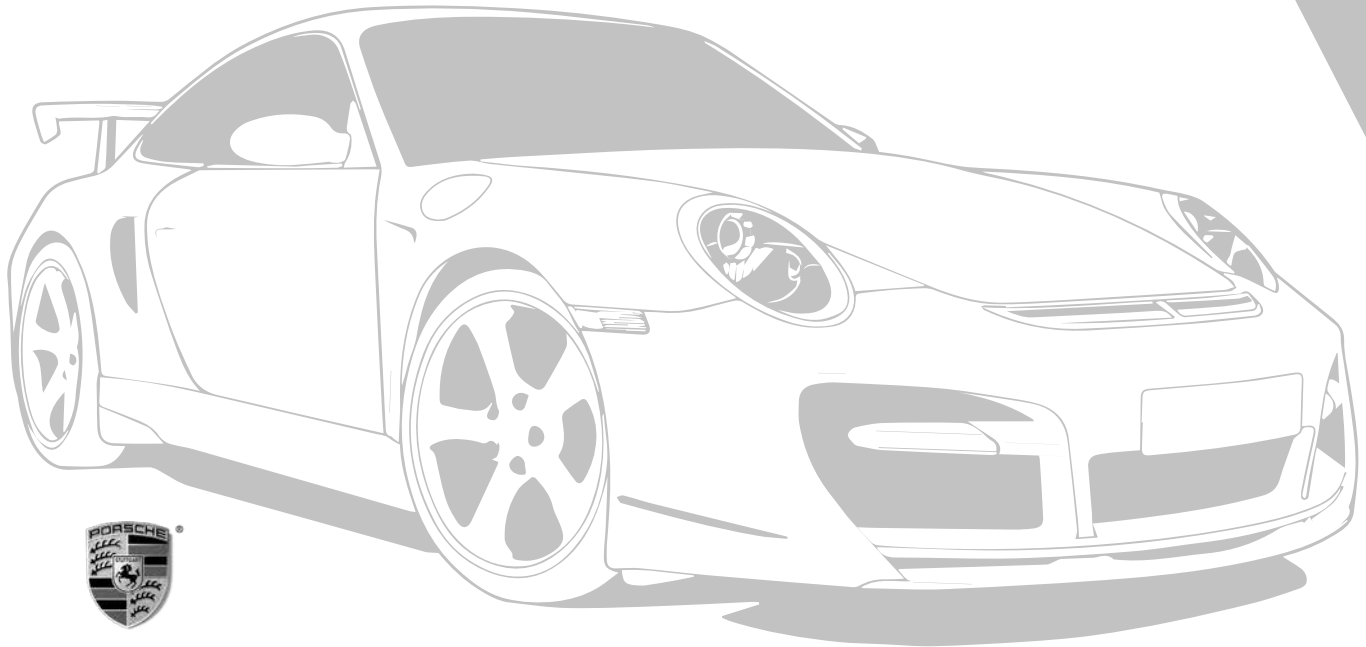
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View from the Back: Spinning

By Steve Eisler

Have you ever spun your Porsche? If you have an early model Porsche, the answer is likely “yes.” Before the introduction of ABS and Electronic Stability Control (called Porsche Stability Management, or PSM, by Porsche) spinning in automobiles was common, especially on slick or wet roads. These new systems contain sensors that continuously monitor driving direction, speed, yaw, velocity and lateral acceleration. If the direction of your vehicle deviates from the desired course, PSM initiates braking interventions to stabilize the vehicle.

Your car or any solid object can rotate about three axes. If you draw an imaginary line through the center of your car from front to back (like you were measuring the length), you have the roll axis. Rolling, rotating around the roll axis, in a jet fighter or a stunt plane is easy to do and quite exhilarating as I can attest to. The human body, standing upright, would have the roll axis going through the navel from front to back. Rotation around this axis would be a cartwheel, which is easy for young people to do. Rolling in your car is difficult to do and can cause disastrous effects on the car and its occupants, as I also can attest to.

A line drawn from a door handle to the one on the other side of your car forms the pitch axis. On a person standing in the same position as before, this axis would run from the outer point of one hip to the outer point of the other hip, and rotation around it would be a somersault, which we have all done. Divers and gymnasts do double and triple rotations, sometimes called ‘flips’, and land on their feet. It is

technically impossible to somersault an airplane, but modern ones with thrust vectoring capability can do it. Here is a link to an interesting animation that shows what it would be like: <https://www.youtube.com/watch?v=9pzRcF49l84>. Like airplanes, cars also are not designed to do flips. Doing one can, again, cause disastrous effects on the car and its occupants, as I also can attest to.

The yaw axis is drawn from the top of a car to the ground below, like you were measuring the height. It would also measure the height of a person. When divers and gymnasts rotate about this axis, it is called twisting. Figure skaters call it spinning as do car drivers. If an aircraft spins, it loses lift and will soon crash. In training, pilots intentionally cause a spin in order to learn how to recover, get the plane out of the spin, and avoid a crash. Skilled drivers do partial spins when rotating their car around corners at an AX, PDS, or DE event. (See Mike Miller’s excellent article in last month’s *Windblown Witness* for more information on these performance driving events.)

I found this very simple explanation of the spin: A spin occurs when your front wheels are moving slower than your back wheels. This can happen for a wide variety of reasons. Entering a turn a little too fast and applying the brakes in the turn slows the front end without slowing the back end, which causes the back end to go past the front end. SPIN! On a wet, slippery skid pad at the PDS, you intentionally drive in a circle until the grip of the rear tires is less than the grip of the front tires (front is going slower) and a spin



Mark Rondeau rotates around the roll axis at Chuckwalla

occurs. This is easy to do at very low speeds due to the slippery surface. The rest of the weekend is spent learning how to control and use the spin to improve car handling. No time is spent working on rolling or flipping!


Every driver at their first AX is taught that to get around a turn you need to do a little bit of rotation or controlled spin. As drivers progress, they begin braking not only in a straight line, but also as they enter the corners (trail braking) to transfer weight to the front tires, slowing the front end, and also reducing weight on and grip of the rear tires. This difference in weight distribution and grip potential lets the back end slide and rotate to turn the car more quickly. This concept of rotating the car around a corner is one of the skills that has been very hard for Kathy and I to learn, and has contributed to our view of the back of many new drivers!

But, YOU might never go to drive on a track, never go to an autocross, and might have no need for performance driving. You are just going to be driving on the highway that suddenly has a low spot covered with water, or going around a corner on a mountain road and there is a rock in the middle of the road, or driving on the freeway and the car in front of you drops its spare tire in the lane directly in front of you. You can take evasive action, but what if the PSM cannot correct and you are in a spin? Have you let the excellent PCA-SDR instructors teach you how to control your spin, or do you just go along for the ride? March 16 is the next AX, and the Spring Performance Driving School will be on May 3, 4, and 5. Both are open for sign-ups now, and instructors are waiting to help you!

On January 26 and 27 our first Driver Education event of the year was held at Chuckwalla Raceway east of Indio. Seventeen students were paired with our excellent instructors and introduced to the thrill of driving their cars as fast as they wanted, in a much safer environment than the public streets

and highways. The DE students drive in a separate group and are not timed in any of their nine driving sessions. PCA-SDR has worked very hard to provide enough instructors so that all prospective students can participate. These instructors volunteer their time, expertise, and incredible patience to help students learn car control and track etiquette so that they can eventually drive solo on the track.

At the February 16th AX we had seven students registered. Terrence Smith recorded a very nice 1:17.78 with the help of instructor WT Wong. Michael Chang, in just his third AX, placed 8th overall and 2nd in CC11 with a time of 1:11.51. Michael was coached by long time volunteer instructor Robert Joe. Kurt Gilliland pitted next to me with his new (to him) 2016 white Targa 4 GTS. Instruction by Keith Verlaque resulted in a 1:17.51 best lap, beating me by over a second in his first event. Also, in his first AX, Eric Libbey recorded a 1:16.41 in the X-Class of non-Porsche vehicles. Eric was coached by long time AX and Time Trial instructor Mike Brown. Gabriel Siegel driving a 2000 Cayman with instructor Randy Schreckhise was only 8 seconds off of the TTOD in just his first AX event. In the same class, Chun-Po Chang in his second AX did a best time of 1:22.43 with Terry Barnum in the right seat. In addition to doing double duty as an instructor, Terry finished 3rd overall and first in the BRI competition.

As I am writing this article, we are preparing for our first Time Trial of the season at Willow Springs on February 23-24. We missed the Chuckwalla event for our grandson's first birthday. The Streets of Willow is one of two tracks we use at Willow Springs. It is shorter than the main track with more turns, greater elevation changes, and much shorter straights. It is a great place to work on rotating the car, and I hope to report back some improvement in my next edition of TVFTB. 

Roger Bush takes a break from scanning duties at February AX



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