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# WINDBLOWN WITNESS



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

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# Features and Pictures



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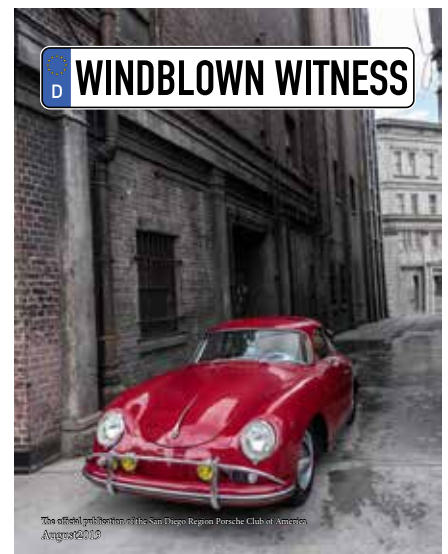


Photo by Eric Hanauer  
A red 356A is parked in a deserted alley at Universal Studios backlot during Luftgekühlt, an annual celebration of air cooled Porsches.

# WINDBLOWN WITNESS

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### Registration

Katie Kinnering

### Corner Working

Ian McIntyre

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Herb Meeder

### Equipment

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### Pre-registration/Registration

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Mark Rondeau

### Equipment

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### Vetting New Drivers

Steve Grosekemper

Mark Rondeau

### Timing Results

Ralph Linares

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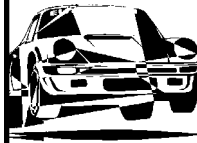
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# From the Queen's Corner

Victoria Varon  
SDR President

Wow, how quickly half a year can go by! When you're part of a club that has so many activities going on, it's easy to get caught up in the whirlwind of time... after all, time flies when you're having fun, right? This club has been quite busy, not only with social events, driving events, tours, board meetings, and quarterly new member get-togethers, but we've also been up to making some great changes and improvements to our current systems and structures. I wanted to use this article to give you a midyear update on some of the changes that have been implemented or are in process so far this year. One of these great changes is what you are holding in your hands right now.

This issue is our first full color quarterly issue of the Windblown Witness, a magazine that adopted its name back in the very early '60s. The word "Windblown" was chosen because the cars were all air-cooled at the time. The word "Witness" comes from the meaning of someone delivering information about something that happened or is about to happen. We heard your feedback about our publication, especially that pictures are just not as fun in black-and-white, so we have reinvented the Windblown Witness to a full color magazine. Thanks to our editor, Susan Brown for all of her diligent work in bringing this new full color issue to life. I hope you enjoy all of the colorful snapshots of fun moments in time from the past quarter.

Another great change that we are implementing this year deals with our voting process. For years now, many of our members have questioned why we don't do any voting online. I think we can all agree that if we make it easier, more people are likely to vote and have their voices be heard. We are implementing an online voting process this year to supplement the standard, "mail in your ballot" process that we've done for the longest time. Be on the lookout for an email blast with a link (<https://forms.gle/qC6gtzy3aaTGznks6>) that will allow you to vote online if you're not excited about rummaging through your desk for a stamp to mail in the physical ballot, which is included in this issue. Thanks to Sara Gengler and her Nominating Committee team, we have some really fantastic and seasoned candidates running for office next year. Be sure to read their bios and vote!

Thirdly, we are currently underway with our club's website improvements and upgrades. We have hired a third-party company to fix all of the broken widgets on our current website, and update our software on the back end so that the website runs smoother, faster, and more efficiently. The

back end software updates are just about complete, and our web designer is going to be proposing changes to the look and feel of the website next. It is my mission that by the end of my term this year, we have the website redesign completed. I'm excited to be leading that project with three new members who are eager and excited to take our club's website to the next level!

We understand that going quarterly you may have to look elsewhere for our calendar of events, which is wide and varied, so I'm also exploring the option of including an app to make all things PCA-SDR easily accessible and at your fingertips. That idea is definitely not final, and will be presented to the Board of Directors when the time comes. If it makes sense, I'm definitely going to fight for it so that we can create extra value for our members. For now and always, you can easily pull up our calendar of events from your phone, tablet, or computer at <http://www.pcasdr.org/events/month/>

Another big change this year is in the domain of sponsorship. Our Sponsorship Liaison team is led by Dan Carusillo and Bruce Wing. They have thrown our sponsorship net out wider to some of our advertisers, as well as other new sponsors, who have been excited to host and sponsor various events including tours, tech sessions, driving events, you name it. We are excited to be in partnership with all of our sponsors, and are grateful for their willingness to contribute not only money, but time and space to help our club events be even better than before. Big shout out to Bruce and Dan for creating this new program, which I am confident will benefit both our club and our sponsors for years to come. If you are interested in sponsoring, please contact [sponsorliaison@pcasdr.org](mailto:sponsorliaison@pcasdr.org).

I also want to acknowledge our new Membership Chairs, Lana and Adam Gill, who have infused fantastic new ideas and quarterly events to engage our membership in new ways, including a new and improved new member package that goes out to each and every new member. Please make sure to read Lana's article in this issue and find out what your membership can do for you! We welcome all of our new members with open arms, and are grateful for those of you who continue to renew and stay with us year after year. This club would be nothing without the people who participate in it.

One change that we are grateful has NOT happened yet is the change in venue for our autocross events. We are



confident that we will retain use of the stadium through the end of this year, at least. We continue to keep our eyes open to exploring other possibilities for future auto-cross events, and we are certainly grateful that we get to continue running our events at the stadium at least until 2020.

In other driving event news, the Willow Springs event coming up in September will be a DE event, (open to students) which is new to that track, and it will also be a double points event, so make sure you sign up quickly when you see the registration is online. Big track is not as big and scary as you may think...if you are new to the club, or driving events, come on out and learn how to drive your car on the big track with TONS of support. You'll always have an instructor in your car, and will NEVER be pushed to do anything you don't want to do. I started driving big track this year after being intimidated by it for many years, and it's been a fun choice that I've

stepped into and I'm so grateful. I've made a whole new set of track friends and have even been guilty of being called a "track rat." It's a ton of fun and I highly recommend it for any member to try at least once...WARNING...you'll likely be hooked!

If there are any changes that we have not yet made, that you would like to see implemented, please feel free to drop me a line at [President@pcasdr.org](mailto:President@pcasdr.org) so that I can hear your recommendations and bring them to the Board of Directors. I know that as a board, our intention is to listen to your feedback and continue to evolve this club into a club that consistently meets its members needs and takes action that best serves the club. We have so many creative members including new members with new ideas, so there is always room to grow! See you soon at one of our many, fantastic, and fun events! 🦅

See [pcasdr.org](http://pcasdr.org), or our Facebook page @PCASanDiegoRegion for more information on all events. Next *Witness* — November!



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# July Board Meeting

PCA-SDR 2019 Board of Directors Meeting Minutes  
Home of Mike & Carmen Brown  
7261 Ocotillo St., Santee, CA 92071  
July 3, 2019

Attending Board Members: Victoria Varon, Mike Miller,  
Mike McGowan, John Straub

Absent: Gisele Gonzalez, Jeni Noerenberg Bartley, Ulrick  
Matsunaga, Tom Gould

Call to Order: 7:00 P.M.

President (Victoria):

1. Website Redesign Project - SDR added two new committee members with extensive web background: Ed Mugg and John Dorman. Phase 1 is complete. Bumps and hiccups have been smoothed out. Phase 2 update/proposal is pending.

2. Nominating Committee has put together a roster of four candidates to fill three openings on next year's board of directors (BOD). Victoria will investigate electronic voting options for the upcoming September BOD vote such as MotorsportReg.com and Survey Monkey, but the Windblown Witness (WW) will have a mail-in ballot inserted in the upcoming August issue when the candidate profiles will be published.

3. Next WW will be published in August and will be SDR's first full color quarterly issue.

4. Update on the upcoming September 28th–29th Mystery Weekend – One opening was still available for one couple.

5. Proposal to increase food allowance budget for BOD meetings. (M/S/A)

Secretary (Victoria for Jeni ): Approve June meeting minutes. (M/S/A)

Treasurer (Victoria for Gisele): Present Treasurer's Report. (M/S/A)

Autocross (AX) (Victoria and Mark Curran for Eric Marc-Aurele/Jerry Bumpus/Scott Leslie):

1. AX budget reconciliation for June 15th event: PDS volunteers were given their free autocross coupons in June, which resulted in 13 drivers being comped for the June AX. As a result, the AX budget showed a small loss.

2. Request for a budget for AX timing revamp and repairs to some parts of our timing equipment submitted by Robert Baizer, who says some of the problems with the timing system could be avoided by replacing some cables in the scanner, getting a new antenna, and a few other odds and ends. (M/S/A)

3. Request to purchase chatterboxes for DE submitted by Steve Eisler. (M/S/A)

4. AX date of September 15th in West Lot of the SDCCU Stadium was moved to the Southeast lot. AX date of November 30th at the SDCCU Stadium was cancelled due to an Aztecs football game at the stadium that day. Reserved extra AX date of December 7th in the West Lot of the SDCCU Stadium will be used in lieu of the cancelled November 30th AX date.

Sponsorship (Dan Carusillo/Bruce Wing): Sponsorship proposal guidelines presented by John Straub. Request to move forward with proposed guidelines as presented. (M/S/A)

Tours (Keith Verlaque): Report on the tour of Sunday, June 30th with 137 cars registered. Participants were split up into two groups and the event was a success. Garret Guess requested approval for the next Cayenne / Macan Off-Road Adventure Tour on Saturday, September 7th. (M/S/A)

Drivers Education (DE) (Bill Behun/Mark Curran/Andrew Raines): Proposal presented by Bill Behun and Mark Curran for approval to purchase four HANS braces and helmets for the DE program. No motion was made.

Membership (Victoria for Lana Gill/Adam Gill): Membership report pending. Report on the Cars & SDR new member event of Sunday, June 30th was a success.

Social (Genette McGowan): Recap of recent events. Reconciliation of Progressive Dinner of Saturday, June 8th pending. Status update for upcoming events (Porsches and Pours and Movie Night).

New Business: No new business.

Announcements:

Upcoming BOD meeting dates/locations:

- August 7 – Julieann Billings-Riordan & Christopher Riordan
- September 4 – Joe Hoffman
- October 2 – Vicki & Frank Powell
- November 6 – Mark & Katie Kinninger
- December 4 – Tracy & Paul Johnson


Thank you to Mike and Carmen for hosting!

Adjournment: 8:35 P.M.



New Calendar Dates:

- September 7th: Cayenne / Macan Off-Road Adventure Tour on Saturday
- September 15th: AX was moved from West Lot to the Southeast lot
- September 21th-22th: Willow Springs; Double points and DE event
- November 1st-3rd: Buttonwillow

- November 30th: AX was cancelled due to an Aztecs football game at the stadium that day Tentative date of December 7th AX in the West Lot will be used in lieu of the cancelled November 30th AX date. 

## Board Meetings - 6 PM

### September 4th

Joe Hoffman Home  
9425 El Dorado Ln  
La Mesa, 91941

### October 2nd

TBD

### November 6th

Mark & Katie Kinninger  
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# February Cars and Coffee

*Photos and article by Jim Kreifeldt*



My last article was for the December 2018 Cars & Coffee where I chose a White 356 C, and although I like to mix it up, this opportunity presented itself and I jumped on it. I had done an article on Dan Swanson's '71 Conda Green 911S in 2018 and he told me he would bring his 356 over on numerous occasions, but it never showed up, and I began to tease him about it not being real.

So, when I finally saw it on Feb 24th and learned the details, I just had to do an article on it, and you will see why. Dan and his wife Diane rolled up in their Champagne Yellow 1964 356 C, and after seeing his painstakingly, off-the-charts detail, restored '71 911S, I expected nothing less and was not disappointed. This car is even more original, in that the interior is ALL original, 42,000 miles showing on the speedo, and the engine has never been apart! Yes, he cleaned up the engine and sheet metal but did not go into it, where he certainly had the opportunity to if he had wanted, as he had done so on the 911S.

Touching back on the interior, note only one passenger head rest, and this is 'as received.' I hope my pictures do the interior justice, and being as this will be the first color print Windblown Witness, this car gets the honor. Dan did have only the exterior painted and it is a top-notch job. They are the proud second owners of this fine example and have owned it for about twelve years. He told me he bought the car from Jim Willhoit.

In the first picture, that is Dan and Diane in the front left while the car gets well deserved attention behind. If you get see this car, look closely at the car they call Buttercup!

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 get to see a car that you have been waiting to see; seems like there is always something new to see and talk about, and the people are great. Hope to see you there! 🐦







# February Cars and Coffee #2

*Photos and article by Jim Kreifeldt*



In addition to Dan's 356 on Feb 24th, I also took several pictures of my 914-6 GT tribute and then later decided to do an article about my own car. I guess it may seem odd to do an article on my own car, but I got to thinking, hey, no one else is writing about cars at Jessies right now, so why not!

Purchased in 2013 as an abandoned project this 1974 914 was exactly what I was looking for, needing some work, but not starting from scratch. The Porsche P/N metal flares and paint had been completed in 1995, yes that's right, almost 25 years ago! As the story goes, the owner at the time built a monster 4-cylinder for it and then it gets fuzzy as to why the car sat for 20 years. Originally a CA car, the previous owner I bought it from had the car for about three years, and did a lot of sourcing and some work toward the 6-cylinder conversion. Interior was partially done but needed further attention, namely a new dash and sound deadening, ending up with vintage Scheel seats recovered at Escondido Custom Upholstery.

The 3.0 1979 SC engine was found by the previous owner as part of his 6 conversion quest and he believed it to be "ready to run," but after time, my suspicions led to a tear down and rebuild. While in there, JE 10.5 to 1 pistons and Dougherty DC 40 cams were added, along with a quality valve job. PMO intake

manifolds were procured and port matched to the Weber carbs, which were completely rebuilt by Performance Oriented. Most everything that was on the engine was touched without splitting the case, as the bottom end seemed solid. This was my second 3.0 rebuild, and it sounds just fantastic right behind your head, even with a stock Dansk muffler!

Considering myself very lucky to have found this 914, I joined the online community, 914 World, creating my handle, Lucky9146, and started a build thread "Finishing a 914-6 GT Conversion Project" to document what it took to get it on the road. If you choose to Google that thread you will see all the trials and tribulations along the way, covering a four-year time span, with completion in May 2018.

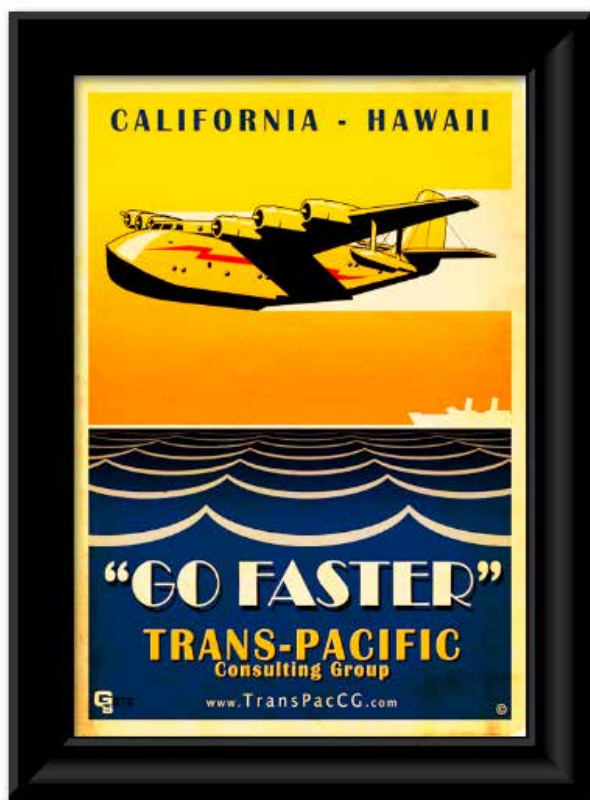
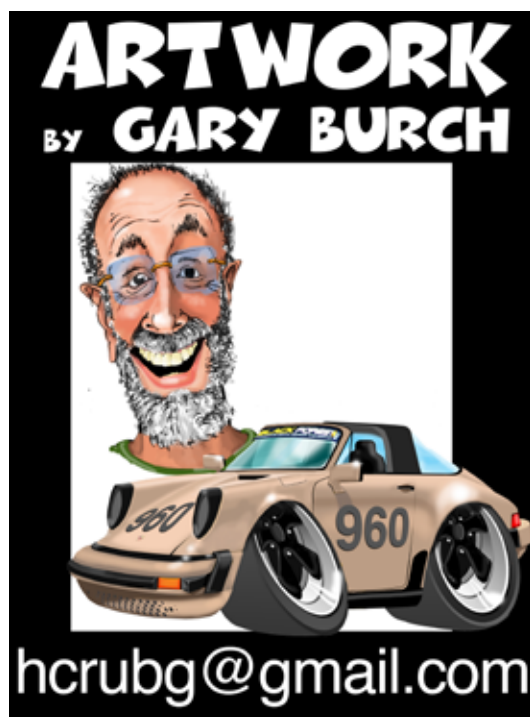
A truly fun car to drive, I get a huge smile on my face every time I take it out.

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 get to see some cars you have never seen before. Seems like there is always something new to see and talk about. The people are great—hope to see you there! 🦅









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# Automobiles, Aerospace, & Art – A Unique Tech Session

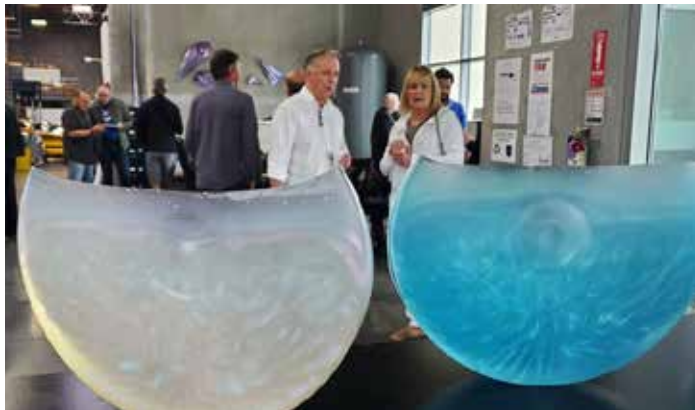
*Photos and article by John Straub*

San Diego put some love out for its members June 1st. Three members got together and decided, why not do something different when it came to Regional events? Born was the “Automobiles, Aerospace, & Art” gathering. It was an idea as small as a thread woven into a patchwork quilt. Michael Brown opened his facility, “Computer Integrated Machining, Inc.,” which manufactures aerospace and airplane components, to an invited group of unique and stunning cars. The art portion of the gathering included two PCA-SDR member artists, Carl Vanderschuit of “C J Dutch” with his beautiful automotive sculptures, along with John Straub Image Works automotive fine art photography. An array of breakfast items, sponsored by the hosts, and assembled by

Monique Straub, started off the morning. Mike gave tours through the factory, explaining how the machinery worked. Carl talked to members about the materials used in his sculptures, and John had a display of automotive photography, and explained the process of printing photography on metal. By midday, appetites were quenched and the gathering was deemed a success.

Autos on display included a stunning McClaren by Marc Matanza, John Cahalin’s GT3RS, Mike Brown’s GT3, Keith Verlaque’s RS America Coupe, Nick Psyllo’s 1972 911ST, and Greg Bartley displaying the Makellos 911 off road car.







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# Off Road Adventure Tour

*Photos and article by Garrett Guess*

Thinking about bringing your Cayenne and Macan out for the next Off-road Adventure Tour? The PCA San Diego Region is fortunate to have so many different types of events held at locations that are not far to reach. When it comes to our Cayenne and Macan Off-Road Adventure Tours, we have some beautiful back country trails in the East County that are just a short drive away from anywhere in San Diego. Your club looks to put on a couple off-road Porsche SUV drives per year, and the next one is coming up in the Fall. If you have a Cayenne or Macan Porsche SUV, consider joining us to enjoy a different kind of drive through nature, where there's no annoying traffic and the scenery is beautiful. And best of all, the entire family can be along for the ride.

Porsche SUVs are beautiful vehicles and in most cases, quite expensive machines, so it's not uncommon to have some reservations about the thought of driving off-road in your shiny, family-hauling, garage king or queen. The PCA-SDR's Off-road Adventure Tours can be likened to a hike in the back country, not the equivalent of a Muddy Buddy mud run. Vehicles will get a little dusty, but that's about the only evidence of the drive you can expect. Our tour organizers strive to make the experience one you can enjoy the entire time while driving, versus stressing out about damaging your vehicle. Unlike auto-crossing or club racing on a road course, where you're trying to go as fast as the road conditions permit, when off-roading, the goal is usually to go as slow as possible, and just fast enough so you don't get stuck, like when climbing up a steep grade, for example. Our trail drives are mostly at low speed, where rocks are not flying, so paint chips on your bumpers or sills, or even your wheels should not occur. With the windows closed and the A/C running, off-roading in comfort without getting an interior (or mouthful!) of dust, is possible.

I have club raced numerous versions of 911s over the past 22 years, so I am very familiar with the amount of pre- and post-event work that is needed in order to have a reliable car that makes it through an event. When it comes to the off-road drives, it is completely possible to load up the Cayenne or Macan with the family, gas up, and participate. But as with any road trip, a well maintained vehicle is essential, since you don't want a mechanical breakdown that occurs in the middle of nowhere. It is therefore important to know the weaknesses of the vehicle you drive, and make sure they've been addressed. For example, on first generation Cayennes, that's the center driveshaft bearing and the plastic coolant pipes which should be replaced with the updated components. Most of those vehicles are old enough and have had

this done already, but if you're a new owner, make sure those things get done. On 958 or second generation Cayennes, the transfer case should have fresh fluid, since the fluid quickly becomes worn out, leading to irreversible transfer case clutch pack issues. Also on early 2nd Generation V8 958 Cayennes, there are two epoxied coolant lines in the thermostat housing, and a small line on the left of the rear cross-over pipe which can blow out when the epoxy breaks down over time, an issue similar to the infamous 996/997 Mezger engine coolant lines that blow out. Those coolant lines can be easily pinned by a competent mechanic, or at a greater expense, the parts can be replaced with updated components available from Porsche.

Other than a gassed up, well maintained vehicle, there is nothing more that is necessary to enjoy our off-road drives. The combination of improved tire technology as well as the highly capable Porsche Traction Management (PTM) make it possible for a Cayenne or Macan equipped with just regular all-season tires to confidently handle most off-road trails, especially those we choose for our Adventure Tours. A slight reduction in air pressure from the max load settings might be helpful to keep from rattling loose a headlight or a loose tooth crown, but true "airing down" is not necessary on our drives. And once the off-road drive has been completed, a standard car wash should be all that's necessary to bring your garage king or queen back to its standard city-slicker duties.

These off-road tours have the goal of opening your eyes to the amazing off-road capabilities that the Cayennes and the smaller Macan, possess. So even if your vehicle is not equipped beyond the stock trim as delivered from the factory, a Cayenne of any generation or trim level as well as the various Macan models, can be a dependable and enjoyable partner on our Off-road Adventure Tours. Saturday, September 7th, 2019, is our next PCA-SDR off-road driving event where you can experience the capable traction management systems of PTM in your Cayenne or Macan while enjoying the outdoors with the entire family and your fellow PCA SDR members. Keep an eye out for the signup on [pcasdr.motorsportreg.com](http://pcasdr.motorsportreg.com) and please come join us. It could possibly be the most fun you'll have going less than 20mph in a Porsche!





Jerry Bumpus and Garrett Guess's Cayenne Turbos in the snow covered mountains of Ranchita, CA last February.



A line of Cayennes weaving through the Anza-Borrego Desert on last February's Tour.



# Nevada Open Road Challenge

*By David Green*

The 2019 Nevada Open Road Challenge (NORC) featured Mother Nature showing off all the weather one could imagine, including sun, rain, snow, hail, and if that wasn't enough, even some lightning. This cycle repeated every 20 minutes, it seemed, throughout the weekend leading up to race day. Not exactly the weather one is looking for when rocketing down a two-lane highway approaching 165 mph.

Open road racing is an at-speed chess game where you get to drive closer to the cars top speed while trying to finish at an exact average speed (ex. 140 mph). The chess board is Nevada state highway 318—two lanes of blacktop closed to traffic for the race. The race consists of two 61-mile legs, out and back. The cars leave the start at one minute intervals, so you are doing the race by yourself. Checkmate is when you cross the finish line at exactly the right instant to average your desired speed.

While you can go solo, the majority of teams are made up of a driver and a navigator. Some team's leverage rally computers, GIS systems, and all sorts of other technologies. Dad, our navigator, uses a stopwatch and course notes. The course notes show the exact time we want to be at each state highway mile marker along the route. As we drive along, Dad calls out if we are early or late and the speed is adjusted accordingly.

Race day woke cold, wet, and dark. Waiting to get headed to the start of the race, our thoughts went back to the driver meeting the night before where we were instructed we might not be averaging our planned 140 mph if the weather persisted, and that all the classes would be averaging 70 mph (the speed limit on that stretch of road). The racer in me wanted to go all out, but the realist in me recognized that 140 mph in the pouring rain, with some standing water on the road, is probably a bad combination.

We are gridded 23rd out of about 100 cars as the start grid is sorted from fastest planned average speed to slowest. We

are surrounded by Corvettes, a Lamborghini Gallardo, Camaros, Mustangs and only one other Porsche.

Due to the rain, all the teams were to average 70 mph, so instead of a chess game at speed, it was just going to be a chess game.

The race was a lot different at 70 mph. The Cayman's speed was so much more reactive to small inputs, and the time between mile markers to validate your pace was so much longer, that it felt more like a TSD rally than an open road race. We had a little trouble with the stopwatch on the first leg that put us off-time. We ended up guessing about how far off time we were, so while our second leg was good, we finished fourth. All in all, still a fun weekend with Dad and the friends we have made at the race over the years.

We ran our first NORC in 2013. My father was always a car person, but he never participated in any competition. He played football in college prior to becoming an orthopedic surgeon, so he clearly has a competitive spirit. For his 77th birthday I signed us up to run the 2013 NORC with the caveat that if he did not like it, he could stop. This is our seventh NORC together, so he clearly found something enjoyable in it.

We will be back in Nevada in September for the Silver State Classic Challenge (SSCC). The SSCC is put on by the same group and takes place on the same road, but is one 90-mile leg. We will be running the Cayman in the 145 mph average class. If you haven't tried Open Road Racing, it is a fun way to drive your Porsche at speed in a safe, controlled environment. Check out [sscc.us](http://sscc.us) to find out more. If you do make it to the race, look us up. We will be the ones in the Cayman.



On the return leg  
(photo by Simon  
Gibbons)





Game faces on  
(photo by David  
Green)

In the narrows  
(photo by Wayne  
White)



South bound on  
Highway 318 (photo  
by Wayne White)



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# Porsches and Parks - The Golden State Tour

*By Steve Eisler. pictures by Bryan Poffenberger, Laura Manz, Ted Witte*

On Star Wars Day (May the Fourth be with you), a group of Porsche owners met at Porsche Carlsbad for the start of the Porsches & Parks Golden State Tour, the fourth in a series of week-long tours planned and hosted by the fabulous team of Victoria and Javier Varon. Kathy and I and Genette and Mike McGowan were the only couples that had joined Team Varon on all four tours. Steve Eguina and his son, Michael, from Mission Viejo, and Michelle and Mark Huxhold, our neighbors in Escondido, were the only ones driving their first Porsches & Parks tour.

After coffee and a light breakfast provided by the dealership, we embarked on a 332-mile trip to Death Valley. We had a planned pit stop at the outlet stores in Barstow, where we were joined by people from Orange county and Los Angeles area. We now had an impressive train of 28 Porsches and a total of 55 drivers/navigators. Keith Groves was our lone 'Ironman,' driving the whole tour solo. Our destination was the historic Inn at Death Valley. This elegant hideaway was formerly the Inn at Furnace Creek and was built in 1927. It features a spring fed swimming pool, fantastic views, amazing fountains and gardens, and a 200-foot-long tunnel from the parking lot to the elevator!

After a few hours to explore (it was only 104 degrees) and rest, we gathered for a dinner and wine reception in the hotel restaurant. We sat with Kiki and Brett Tiano from Cardiff by the Sea, Karen and Mark Wooldridge from Las Vegas, Mike and Karen Rozenblatt from Manhattan Beach and Gayle and Gerrit Osborne from Hawaii. Although Gerrit lives in Hawaii, he keeps a car in California and makes frequent trips to attend our tours and other mainland PCA events. He is well traveled throughout the southwest US and prepared turn by turn Garmin directions for each day of the tour. Kathy and I were 'toasted' when they discovered that May 4th was the 50th anniversary of our first date, a group trip to the races at Laguna Seca! That was followed by many stories of first dates, proposals and other memorable occasions. We were probably the most boisterous table in the room!

Since the next destination, Mammoth Lakes, was only 200 miles away, most of us explored Death Valley on Sunday morning. We visited Badwater Basin's salt flats, the lowest point in North America, and took an interesting 9-mile Artist's Palette drive through a series of hills in pastel hues, colored by oxidation and weathering. In addition to the unbelievable rock formations and colors, there were dips in the road that dropped at least 20 feet and appeared to swallow





the cars in front of you. Fortunately, the drive was a one-way loop. We returned to highway 190 and traveled through the park on our way to Lone Pine, Big Pine, and then Mammoth.

We were running low on gas and decided to stop in Panamint Springs, which is just a bend in the road with a 'resort,' a gas station that had a weathered 'General Store' sign, and an RV Park. The entrance to the gas station was just a gravel road off of the highway. There were 4 old pumps that would not take credit cards. I went into the General Store and paid \$20 for 3.6 gallons of gas. As I was filling the bright red Spyder (that still was quite clean), the other pumps were filling an old VW camper, a dust-covered Dodge van with bikes on the back, and an old Ford camper van. It looked like someone had taken a picture 20 years ago and Photoshopped a red Porsche into the shot. I wish I had taken the picture!

As we were waiting to get onto the highway, three Porsches passed us. We were just leaving the Death Valley National Park and the highway was getting twisty, so we just enjoyed the scenery. As we approached Lone Pine, we caught up with the three cars and followed them when they stopped

at a Pizza restaurant. They asked us to join them, and I discovered that we were dining with the famous Manz Crew. On one of our previous tours I had been briefly introduced to Laura Manz, but had not had a chance to talk with her or anyone in her group, so I was excited to join them for lunch. Laura was traveling with Bryan Poffenberger and KK and Dun Sloan. Bryan and Dun own Poffenberger Spirits and had hosted breakfast and gave a tour of their San Marcos distillery on one of our Mystery Weekend tours. In the third car were Laura's brother Richard, who had flown from New Jersey, and Kristy DeBais. Richard told us that Laura was their tour director and always found interesting side trips for them to take. They were taking a side trip to Mobius Arch because one of their whiskeys is named Mobius Arch, and invited us to join them, but we decided to go directly to Mammoth and asked them to take some pictures for us. (Most of the pictures accompanying this article were taken by Bryan and the Manz Crew, and by Ted Witte.) Gerrit had also mapped side trips to Mt Whitney Portal and Onion Valley for those that wanted great scenery and additional mountain driving.

Kathy and I had skied Mammoth many times with our son, Stu, but had not been back in over 20 years. We stayed



Group at Bad Water Basin



in the beautiful Westin-Mammoth, which was across the street from The Village, a large collection of shops, bars and restaurants that were all new to us. We had dinner at the hotel restaurant and met Janie and Alan de la Sierra, retired phone company managers, and shared some great stories. Also, at dinner were Steve and Mike Eguina, Victoria, Christine, and Carl Bloom, Mike and Genette McGowan, and our Durango to Silverton train trip friends, Carol and Jim Rohan.

Kathy was eager to get to our next stop at the Marriott's Timber Lodge in South Lake Tahoe because, on our ski trip to Tahoe four years ago, she had made good friends with a Wheel of Fortune slot machine at the Hard Rock Casino! We did take time to visit Mono Lake and watch some of the butterflies that were migrating through the area. It was amazing how many butterflies the nose of a Porsche can collect in a short drive. On the way we passed Kirkwood Mountain, where we had skied with Stu, and several of the restaurants and condo areas where we had visited on previous trips. There were many things to do in the Lake Tahoe area, but we just walked a few blocks to the Hard Rock and looked for Kathy's 'friend.' The machines were in the same

place as they had been before, but were not friendly this time. We stopped at Harrah's without much success, did some shopping and rested up for dinner. While most of our group opted for German food at The Taste of Europe across the street from our hotel, Mike Rozenblatt recommended Kalani's, featuring 'Hawaiian cooking with Asian influences.' We were joined by the Tianos and Wooldridges. We were the last table to leave the restaurant as we learned about Mike's time in the Israeli Air Force and his migration to UCSB, where he met Karen. Mark, Mike and I have been to many Time Trials together, so there is always some track talk during our dinners.

On Tuesday, Day 4, we left Lake Tahoe for a 2-day visit to Yosemite National Park. Kathy and I had visited Yosemite with the Golden Gate region in 1970, driving my 1968 912 Targa. Then we stayed at the Valley Lodge. This time we stayed at the beautiful Rush Creek Lodge just outside of the park entrance but about 30 minutes from the valley floor. The lodge had its own restaurant, a beautiful pool, a computer center and a game room, where spirited Junga games were played way past my bedtime. Our second group dinner at the restaurant was served family style to



Hetch Hetchy Lake in the northwestern part of Yosemite



Giant Sequoia Mariposa Grove





The Lone Cypress on 17 Mike Drive



Cambria



Tufa Towers at Mono Lake, calcium-carbonate spires and knobs formed by interaction of freshwater springs and alkaline lake water

tables of 16, which was a great way to serve a large group in a timely manner. We were in the middle of the table and had a chance to visit with new friends, Theo and Doug Russell from Huntington Beach.

Michelle and Mark Huxhold and Team Manz visited the Hetch Hetchy Falls right after we arrived. There was so much water from the rain and the snow melt that the wooden foot path around the falls was like going through the falls! Laura posted some amazing photos and a video showing them getting soaked running through the falls. On Wednesday the group dispersed throughout the Park. Bridal Veil Falls had so much water that you got soaked by the spray before you got near the falls. From the floor you could hear the roar of Yosemite Falls and see its reflection in the flooded meadow below. Even Staircase Falls, which is usually dry by June, was flowing way beyond its normal thin trickle. As I write this article, it is amazing to reflect on the natural wonders, we have seen on these 4 tours. We

should be proud that our National Parks system is preserving them for future generations.

We departed for Carmel by the Sea on Thursday morning. Mark Wooldridge offered to let racing buddy Mike Rozenblatt drive his GT3 on this leg of the tour. The two Karens followed in Mike's Macan. Kathy and I were behind the GT3 and loved the sound of the engine when Mike downshifted and revved the engine as we entered the tunnels. Kathy is not comfortable being a passenger on mountain roads, especially those with steep drop-offs. This morning she was calmer, and I was able to keep up with Mike and Mark through most of the trip. When we stopped for lunch, Mike was laughing so hard, reliving the experience, that he could hardly eat! After passing Merced, we stopped at a roadside stand and bought some fresh cherries. We returned to the freeway in front of Linda and Tom Mueller, and formed a mini-convoy into Carmel. Tom is one of the founders of SpaceX, a rocket engine specialist, and was



familiar with the Air Force satellite project that I worked on in the 1960s.

We have visited Carmel many times, including our brief honeymoon, and have always stayed in town. On this trip we stayed about 3 miles from Carmel at the Quail Lodge and Golf Club. Again, Victoria found us excellent accommodations! The rooms were spacious and comfortable. The service was impeccable and views and grounds were amazing. The selection of hotels is just one more thing that makes these tours so popular, so sign up early for next years Porsche and Parks tour. While others enjoyed the 17 Mile Drive, visited the Lone Cypress or strolled the boardwalk at Spanish Bay, we went into Carmel and walked the familiar streets. We had dinner at Flaherty's Fish restaurant, an old favorite.

When we returned to the Lodge, we could hear live music. Kathy went to the room while I explored the source. Across the street from this opulent Lodge was the Baja Cantina & Grill, a Mexican style restaurant with an outdoor patio and a live country western band. The ladies were dressed in skirts and boots and guys in their jeans and cowboy hats. There was a lot of meeting, greeting, and dancing going on. Inside I found Tooi and Jim Dunlap finishing what looked like a great Mexican dinner. The booth they were sitting in had autographed pictures of Indy 500 winners going back to the '40s. I was preparing to leave when Michelle and Mark Huxhold came in and asked me to join them. I called Kathy and asked her to come over and join the party. We both knew Mark from the track days and were eager to meet Michelle. We had a large booth and the Tianos, Dennis Dorman, and Marta and other couples joined us for drinks or stopped to chat. I noticed that all of the walls were covered with racing posters, and then saw an actual four-cylinder Offenhauser engine on the wall above our booth. These 'Offy' engines powered many Indy 500 winners and were the primary engines for all USAC

cars for many years. Only Victoria and Javier could find five star accommodations across the street from a race car themed, Mexican restaurant with a live country-western band!

Friday. Highway 1 to Cambria. I think Highway 1 is one of the most beautiful, frightening, awesome, fragile, exhilarating, frustrating roads in the state! The scenery is magnificent, but the sheer drop offs into the ocean are daunting, especially when driving south with the passenger nearest the edge. The engineering is amazing, particularly bridges and tunnels they have built in landslide areas, but there are still one lane construction zones where they are removing rock slides and rebuilding the road. And, the curves and elevation changes offer a great driving experience if the slow trucks and minivan drivers would use the turn outs and get out of the sports cars' way!

Eschewing our normal back of the pack position, we joined the first group of drivers leaving Carmel. The traffic was still light and most of the slow drivers used the turn outs. Kathy was hanging on to the door handle, and I was having a good time. After almost 2 hours, we made a pit stop, and Kathy said that only one other Porsche had passed us while we were stopped. The rest of the group must have been stuck in uncooperative traffic. We passed the Hearst Castle turn off at 11:30 A.M. Since we had been on several Castle tours, we opted out of our group's tour and continued to Cambria, a quaint beach town with one main street of shops, motels and restaurants.

We stayed at the Oceanpoint Ranch, about 2 miles from Main street. It had beautiful grounds with firepits and chairs, a short hiking path to the beach, and a game room with a giant Junga set which allowed the competition to continue on a grander scale! Mike Rozenblatt made reservations at the Black Cat Bistro for our track group and Betty and Dave Heenan from Torrance. Dave is a professional



Bryan and Dun under the Mobius Arch with bottles of Mobius Arch Whiskey

photographer, and they have driven their Guard's Red Boxster on previous tours. Kathy and I have both tried to get into the wrong car when the cars are backed into their parking places. When we arrived at the Bisto, Dave was not feeling well and returned to Oceanpoint while Betty stayed for dinner. She shared the story of her adventure hitch-hiking through Europe with a girl-friend and getting a ride with a young man who also was traveling through Europe after graduating from college. The young man's name was David Heenan!

Our last day together was the perfect ending to a wonderful adventure, with many opportunities to socialize with friends, new and old. Our first stop was at Brecon Estate, a Boutique Estate winery nestled in the rolling hills west of Paso Robles. Wine Tasting there was followed by lunch and a second wine tasting at Calcareous Vineyard. Vines at this vineyard produce tiny yields that are treated with special techniques to produce truly hand-made wines of distinctive character. Our final destination was the Allegretto Vineyard and Resort in Paso Robles. Built by Doug Ayers, this Vineyard/Resort is the jewel of the Ayers Hotels chain. The rooms were beautiful and the hallways and common areas were decorated with fantastic geodes, fossils, rocks, and gemstones from the collection of Doug Ayers. There is a cross-section of a nearly three thousand-year-old Cypress tree that is so large it had to be put into place before the room housing it could be built around it. If you are lucky

enough to get a place on next year's tour, be assured that you will be treated to fantastic accommodations after each day of spirited driving and scenic exploring.

Our final group dinner was at the private ranch of the owners of LXV Winery. Neeta and Kunal Mittal hosted an outdoor three-course meal with wine pairings featuring their contemporary blends. Each course was inspired by a Porsche model, with the menu and wine pairings reflecting characteristics of that model. There were several tables for main course seating. One was a large formal table with plush chairs that had been moved from the house for this occasion. Javier and Victoria were seated at this table, and we insisted that Victoria sit at the head of the table, dubbing it the Queen's Table. Queen Victoria and Javier had again presented a magnificent week of fun and adventure, and the group presented them with a gift showing our appreciation before returning to Allegretto.

The next day was Mother's Day. Several folks had made reservations for brunch at the Allegretto, others left to join family in other parts of the state. Gerrit provided two sets of directions for the trip home, the 'Fastest Way,' on Interstate 5, and the 'Funnest Way,' through Ojai and Ventura. We took the fastest way and finished the trip with 1732 miles on the odometer and hundreds of fond memories, proving once again that, "It's not just the cars, it's the people." 🦅



The floor of the  
Yosemite Valley

Our guides to  
the fun, Javier  
and Victoria  
Varon





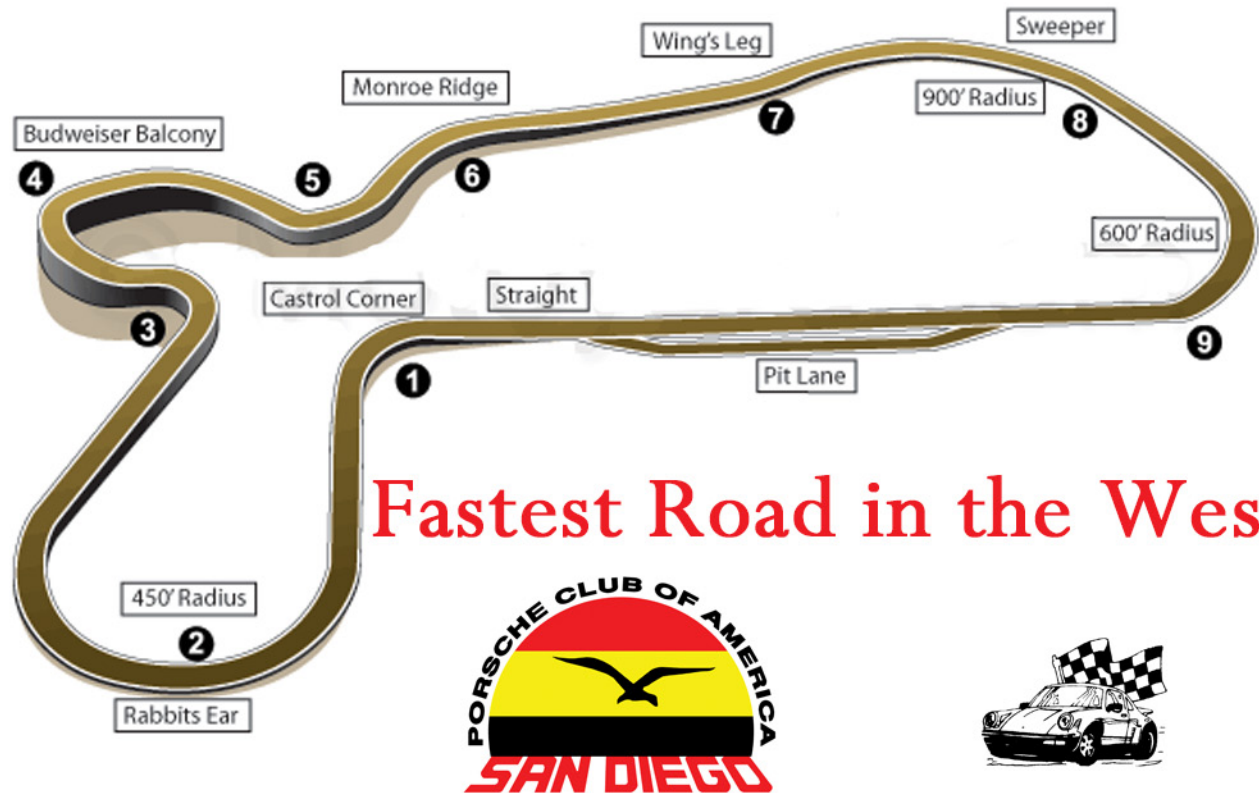
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SATURDAY 10/5	7am-5pm	SDCCU Stadium	Driving Exercises/Skid Pad
SUNDAY 10/6	7am-5pm	SDCCU Stadium	Untimed Autocross/Graduation

## \$ 495

*includes dinner Friday, breakfast & lunch Saturday & Sunday*

**Entry requirements:** You must be a PCA member, driving a Porsche, and a fully competent driver. When registering, please enter your **PCA membership number** & **cell phone number**.

**REGISTER:** <http://www.pcasdr.org/event/fall2019pds/> • **MORE INFO:** [cdiq@pcasdr.org](mailto:cdiq@pcasdr.org)

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# Tom Brown and Eric Marc-Aurele



Hello and thank you for considering me for the 2019 San Diego Region Board of Directors. I'd also like to say thank you to the Nominating Committee for inviting me to be a candidate.

I know many of you recognize my name, but for those that don't, here is a brief background. I've been a club member since 1991; having joined with a friend and co-driving his 914 in autocross, DE and Time Trial. Since then my wife and I have owned a 914 of our own, a 1989 911, a 2010 Cayenne, a 2011 Cayenne and we currently continue to own a 1979 911, a 1996 911 Turbo and a 2017 Macan S.

I've been a steady club volunteer since 1995, having held a wide variety of regional positions over the years. I've been on the SDR Board of Directors three times in the past, including holding the officer positions of Treasurer and President. Additionally I've held positions on the PCA Zone 8 staff (Webmaster, Rules Chair & Festival of Speed Chair) as well as positions on the national PCA staff (National Parade Chair and Zone 8 Representative). Along the way I was awarded San Diego Enthusiast of the Year, National Enthusiast of the Year and the Zone Representative's Award. Today I'm still very active in the region in a variety of ways that are behind the scenes as well as managing our annual Concours and club race. Additionally, I continue help out with national events, such as Tech Tactics and Werks Reunion.

As you certainly have surmised, I realized early on that the best way to enjoy this club is to pitch in and lend a hand. It is through volunteering that you really come to appreciate the club, its activities and its members. It really is an honor to be nominated for the SDR Board of Directors and I promise you that I will continue to work hard to make SDR the best region in PCA. Thank you for your support. PCA-Fueled by Volunteers!!!

Thank you, Tom Brown



Hello San Diego Region,

This region and the people in it have been a constant blessing to me over the years that I have been actively involved. It's very true that it's not just the cars, it's the people!

I first was involved with PCA a decade and a half ago after buying my first Porsche, a guard's red 944 with a black over tan interior. My father and I competed in the Time-Speed-Distance rallies the club offered. I had a great time. Unfortunately, that car was destroyed by an inattentive driver when I was stopped at a traffic light. I found it difficult for me to be an active PCA member without my pride and joy.

As soon as I purchased my current car, a speed yellow 987 Cayman I wanted to get involved again. My first event was a board meeting, to ask why there weren't any rallies on the calendar! There I was welcomed, and my enthusiasm won me a spot on the rally committee.

Now, I'm a regular at many of the club's events: Cars & SDR, Progressive Dinners, Time Trials, Last Tuesday Socials, etc. I have a great time with the people I meet in the club. Currently I am an autocross co-chair, marshalling our team of volunteers to put on the monthly driving events we have at the stadium.

I want to help the club continue to offer so many great activities. I feel that I can offer a good perspective on the board because I love just about every type of event the club offers, and I bring experience in running club events. I will support our chairs to help them bring fun activities to the membership while also keeping the club on a solid ground for future years.

Thank you for your consideration,

Eric Marc-Aurele

# Mike Miller and Keith Verlaque



“Vote for me, and all your wildest dreams will come true.” I love that line from the movie Napoleon Dynamite. It has truly been an honor to have served on the Board of Directors for the past year and a half, and I would like to extend my offer to serve a second term. While I can’t promise that all your wildest dreams will come true, I can assure you that I will continue to put forth my best efforts to help maintain PCA-SDR as the best region in the country. PCA-SDR has provided so much to me, and serving on the Board is a way that I feel I can help contribute back in a significant manner.

Throughout my membership I have been extremely active in all that our club offers, through participation in numerous events every month including autocross, big track, off-road tours, back-country tours, last Tuesday social dinners, tech sessions, mystery weekends, and much more. In addition, I am on the autocross and track Tech Team, instruct at autocross and Performance Driving School, attend all board meetings, and am an avid Porsche owner. I believe that my participation in so many diverse aspects of PCA-SDR provides me with unique insight into our club’s values, goals, and inner workings. I hope to continue to apply this insight to help guide our club.

I would like to take this opportunity to thank all of our members for entrusting me with serving on the Board. Participating on the Board has truly enhanced my membership experience, and I hope to continue to assist with overseeing club aspects in order to similarly enhance the experience of our members. It’s easy to overlook how complex our organization is, with its incredibly varied offerings. Being involved in so many club activities and events places me in a unique position to help oversee PCA-SDR’s many facets and help make decisions to not only maintain, but also continuously improve our club.

I look forward to continue serving on PCA-SDR’s Board of Directors.

Respectfully, Mike Miller



I really like driving my Porsche. I don’t use it as a daily driver, so when I do decide “I’m taking the “P” car” – it’s much more of an occasion. I really enjoy driving less travelled back roads and sharing the experience with like-minded friends.

For me, going somewhere isn’t just about the destination ... it really is about the journey.

I joined PCA San Diego Region in 1996 - I’ve definitely benefitted from many experiences with SDR and I’ve tried to “give back” to the club by volunteering to help. I’ve served as Region President twice, Vice President, Board Member-at-Large, been an autocross instructor since 1998 and Chief Driving Instructor too many times to remember. I like to run the back-country driving tours and over the years have volunteered on the autocross, charity, dealer liaison, and tech sessions committees. I’ve been honored to be awarded our regions Enthusiast of the Year award three separate times.

My reason for asking for your vote is that I’d like to contribute at Board of Director level to helping organize some of the activities that make our club as enjoyable as it is, and increase the camaraderie of our region and the pride in SDR membership.

If you have an idea for a club activity – sing out and we’ll consider it. We could start by having a suggestion box on the website and “letters to the board” in the newsletter. I think we should publish what’s involved in each of the events the club does – a sort of “menu of events” and get the word out to all.

I would like more tours, tech sessions, progressive dinners and mystery weekends – all of which take member-power to organize. If you agree, please join me in volunteering to help organize these. I feel our club is on the verge of some significant improvements and all it needs is a few more people saying “OK, why not? ..... how can I help?” Please vote for me so we can focus on increasing benefits to our membership.

Thank you. Keith Verlaque. “We are SDR !!!”



# Porsche Parade Boca

*Pictures by Greg Phillips, text by Susan Brown*

The 65th Porsche Parade was held at the Waldorf Astoria Boca Raton in July. Why yes, it was hot and humid. You can see the effect on my hair in the picture below - after a walk outside to get to the Victory banquet. The Parade followed its tried and true formula, 4 competitive events, Concours, TSD Rally, AX and Tech Quiz. Each event has its own banquet to award the trophies, as well as other National Awards. The Welcome Banquet is self explanatory, the night Parade kicks off.

From the San Diego Region, Paul and Ruth Young made the drive to Boca, in Tango, their 911. Tom and I weren't nearly that adventurous, we made the drive in our Macan S. We gave ourselves plenty of time, leaving July 2nd (Parade started on the 21st). We stopped at many sights along the way, hit 3 Presidential Libraries (Bush I, Jimmy Carter and LBJ - all worth the price of admission), drove the ENTIRE Natchez Trace, from its start to Nashville, spent a couple days in Austin, Nashville, Charleston and Atlanta learning more about life in the South past and present. We were rained on a bit and enjoyed the thunder and lightning.

All in all, a good time. We are on the road back to San Diego now, getting the magazine ready along the way. 🦅



Zone 8's Linda Cobarrubious and Doc Pryor won PCA's Family of the Year award



Skip Carter, Tom Brown, Katie Coulter, Tom Gorsuch (PCA National President) and Susan Brown



Greg Phillips and Pat Corona



Some, but not all, of the Zone 8 members at the Parade





Paul Young Jr. and Paul Young Senior win 2nd in the TSD Rally. The trophy is a model of the Boca Hotel, not a cake



Pat Corona wins a door prize!

# Membership Essentials

By Lana Gill

You have recently bought a Porsche and you get home and start wondering to yourself, “now what?” The logical answer is to join PCA, of course. If you’re reading this article, then chances are, you’ve already taken that step. Congrats and welcome to PCA-SDR!

As a PCA member for the past 10 years, I have felt so lucky to be involved in such an exceptional group. The Porsches brought us all together—but it’s the people that make this club so amazing. Over the years, my husband and I have done everything from Autocross, Time Trials, DEs, the Porsche Driving School (PDS), acted as Chief Driving Instructor (him- not me), attended Last Tuesday Socials, Wine Tasting, Back Country Tours, and so many more activities too long to list in one article. Even better than what the club offers, is that through these friendships, we’ve shared in weddings, babies, anniversaries, new business ventures and life events big and small. This club was so welcoming when we moved to San Diego over 10 years ago, and since then, has truly become our extended family.

In January, I took on the role of Membership Chair. It’s my turn to give back, and I wanted to take a moment to say “Hello” to all the members (new and old)! I’m here and ready to help you find your place in the club. In upcoming *Wind-blown Witness* issues, I’ll tackle the important questions that I know everyone is dying to know... like how can I order one of those snazzy badges?? I never got one when I joined!?!? Or, where do I sign my spouse up to receive emails? Or, who do I talk to if I want to volunteer? Or, what event would you suggest I try if I am interested in X,Y,Z? I’m here to help—and I truly hope to meet each and every one of you at a PCA-SDR event in the near future. Trust me—there are A LOT of events to choose from, offering a little something for everybody.

I’m going to kick off this issue with the most frequent question I’ve received in the past 6 months:

How do I order a badge???

Here’s the inside scoop:

1. If the person(s) for whom you want to order a badge(s) is/are not registered to your motorsportsreg account, please go to [www.motorsportsreg.com](http://www.motorsportsreg.com) and register him/her/them.

2. Once you have registered all the people for whom you want to order badges, go to <http://msreg.com/PCASDRBadge>. You will be taken to the badge ordering page.

3. Click on the “Register” button (you may have to click twice). You will be taken to your account page. Some the names of the people registered to your account.

4. Click the “Register” button next to the name of the person for whom you want a badge. You will be taken back to the ordering page.

5. Enter the number of badges you want (presumably 1)

6. Click on the “agree to terms” box

7. Click on the “Proceed to checkout” button.

\*You will have to repeat steps 2 through 8 for each person for whom you want to order a badge.

\*\*Also note- if you are a NEW MEMBER (within the past 2 months), you will be receiving a badge in the mail as a thank you for joining, so no need to order one unless you would like extras.

I can’t wait to get to know everybody. New in 2019: Quarterly “New Member” events are on the PCA-SDR Calendar. I would like to personally invite ANY and ALL members to join me in welcoming all of our newest members into the community. Help me make them feel the warmth and generosity I felt so many years ago, and better understand why PCA-SDR is so amazing! The next event will be a Trivia Night and Happy Hour. As always, wherever I go, prizes are sure to follow—so please come and have some fun with us. Details below.


## Membership Trivia Night and Happy Hour

Hosted at Völlig Autowerks  
9393 Trade Place  
San Diego, CA 92126

September 7, 4:00-6:00P.M.

(cocktails and light appetizers provided)

Feel free to reach out anytime- I’m happy to answer any questions and/or point you in the right direction. Until next time- enjoy the ride!

Lana Gill, Membership Chair  
Membership@pcasdr.org 





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# August View from the Back

*Story by Steve Eisler, pictures by Richard Shultz*

Now that the *Windblown Witness* has changed to a quarterly format, I must admit I am not exactly sure how to structure my articles. Since the May issue was published, there have been 6 events that I would have covered. One of them was the fabulous Porsches and Parks Golden State Tour detailed elsewhere in this issue. Covering the other 5 events in one article will be a challenge. My goal to instruct and educate readers about events and programs available to PCA-SDR members will work well with the new format. Identifying and recognizing new members attending their first event will be more difficult. Therefore, I am going to list all student drivers that were entered in each event so we can see how many new people are taking advantage of our excellent instructional programs, and recognize their efforts when we see them at social and competitive events. My third goal of inspiring and encouraging participation in events will be the most difficult to fit into the new format. Reporting on events that took place 4 months ago is not interesting, and highlighting events that are happening 3 months in the future is likely to have little effect. If any of you have ideas on how to address these issues, I would welcome your suggestions.

Just before the May issue of the *Witness* went to press, PCA-SDR had its last DE/TT event of the spring. Since all of our tracks are in the desert, we do not have any track events from May until September. We had 10 new drivers take advantage of the Driver Education (DE) portion of the event. They all ran in a separate group, had instructors with them at all times, and had no timing or competition to interfere with the goals of learning how to safely control their Porsche at high speeds while having fun on a closed course race track built to provide maximum safety for a

dangerous sport. Every driver, of any make of car, has a story about how fast they went at some point in their lives, but how many have learned how to negotiate a 90 degree turn at the end of a 120+ mile per hour straight? DE not only teaches you the skills and technique, but gives you two days to refine and practice your new knowledge so you do not have to practice it on the public roads.

DE students were Marcus Aven, Laura Cote, Dom Dias, Bryan Fraser, Chris Lerch, Will Mahoney, Russell Murdock, Tom Osborne, Karen Garcia Raines and Victoria Varon.

Our 2019 Autocross (AX) calendar has an event every month this year. AX is a great way to learn car control at speeds lower than race track speeds. Again, our certified PCA-SDR instructors will volunteer their time and expertise to help you learn the capabilities and limits of your Porsche and have fun while you are doing it. Since the AX is run in an open parking lot with traffic cones marking the course, there are no other cars, walls, or obstacles to avoid. If you go off course, you are still on the parking lot surface, not in the dirt as you would be at a race track event. Every student is assigned a certified instructor who will explain the basics of autocrossing and provide in-car instruction on each of your 3 driving sessions. In addition, they will have you ride with them during their practice runs so you can see how they control their cars. They will accompany you on your corner working assignment and teach you the duties of a corner worker, and most importantly, how to do the job safely. We are very excited that Alex Felsing, Chris Keefer, and Alicia Wray have passed all of the tests and have been recognized as certified AX instructors!




Chris Humphrey's  
VERY fast Camaro

Since PCA-SDR is a volunteer organization, everyone signed up for an AX works one of the 6 corner working shifts scheduled during the day. That means that your instructor works their shift replacing knocked-down cones, works with you on your shift, instructs you while you are driving and debriefs you after every session, and squeezes in time to do their own driving, still instructing you while they are driving. With people working this hard to provide a positive learning experience, it is a shame that every PCA member has not taken advantage of this opportunity several times. You may have no ambition to be a race car driver, but everyone can learn to be a better driver!

Since our famous Performance Driving School (PDS) was held on May 3, 4, and 5, we had 20 students entered in the May 25 AX and 14 signed up for the June 15 event (see the boxed list). Our July 14th AX was held in the smaller Southeast parking lot of SDCCU stadium. When I received a copy of the track map, I recognized it as one Kathy and I had driven before. In my file of track maps, I found the same layout was done on April 15, 2017. TTOD was 56.83 by Martin Reinhardt in his Cayman S. His wife, Jennifer was 10th overall. Kathy and I had some of our best results ever placing 63rd and 51st out of 68 Porsches competing. I also found a copy of The View from the Back detailing this event. It was just my third TVFTB article in this series, and I highlighted 9 other members that were competing that day. It is interesting to note that five of them are no longer AXing, 2 are doing TT's regularly, one entered this event, his second AX since April 2014, and the other is Jerry Bumpus, one of the AX co-chairmen!

This course starts under the trolley tracks and goes east with just one big kink to keep it from being a long straightaway. It turns north and has two high speed turns as it approaches the northern border of the lot. The straight to the top of the lot is followed by a series of turns that take you south, then north again. A big sweeper at the top of the lot turns you south and enters into a very quick section to the finish line.

There were 9 students this week (see the accompanying list) and just 48 other drivers, so we used the 4-run group format. This meant more time corner working, but also more practice laps (16 per person) along with the traditional 4 officially timed laps at the end of the day. Dom Domingos, in just his third AX event, won class SS02 with the help of instructor Mike Miller. Stel Flanagan, in her first AX, was second in 944 Spec to her father and instructor Shawn Flanagan. In the other father/daughter pairing, Carl Vanderschuit had the TTOD, 53.29, and his daughter, Arielle Gallagher, in her first AX, tied for 2nd in CC08 with a time of 57.12. Temi Adebambo, coached by Bob Hallett was first in SS06, and John Blenkle won SS07 with instruction by Martin Reinhardt. This year, Martin was 5th overall even though he was 1.38 seconds faster than his 2014 time. This was a great course with some very quick times, and several opportunities to practice high speed cornering in a very safe environment. Too bad more of our members did not take advantage of this opportunity to learn, compete, socialize, and enjoy the fantastic cars that Dr. Porsche has created for us!

When this issue arrives, we will be gearing up for the fall half of the track season. If you have been inspired to try Driver Education, mark August 31 on your calendar. That is the opening of registration for the Chuckwalla event on October 12 and 13. You must sign up right at 9:00 A.M. if you hope to get an instructor for the last DE event of 2019. Also consider the AX on September 15 and the crown jewel of driving experiences, the Performance Driving School on October 4, 5, and 6. This event usually sells out so sign up as soon as you receive an email announcing that registration has opened. You paid a premium price for a car that has capabilities far above those of other production vehicles. Use your club membership and the dedicated club volunteers to experience your Porsche's capabilities, improve your car control and driving ability, get an adrenaline rush, and have a fun weekend that will make you the envy of your coworkers on Monday morning. Remember, "It's not just the cars, it's the people." 

Victor Burns (227)  
sharing the track with  
Lois Niven





# Autocross Students

## May 25

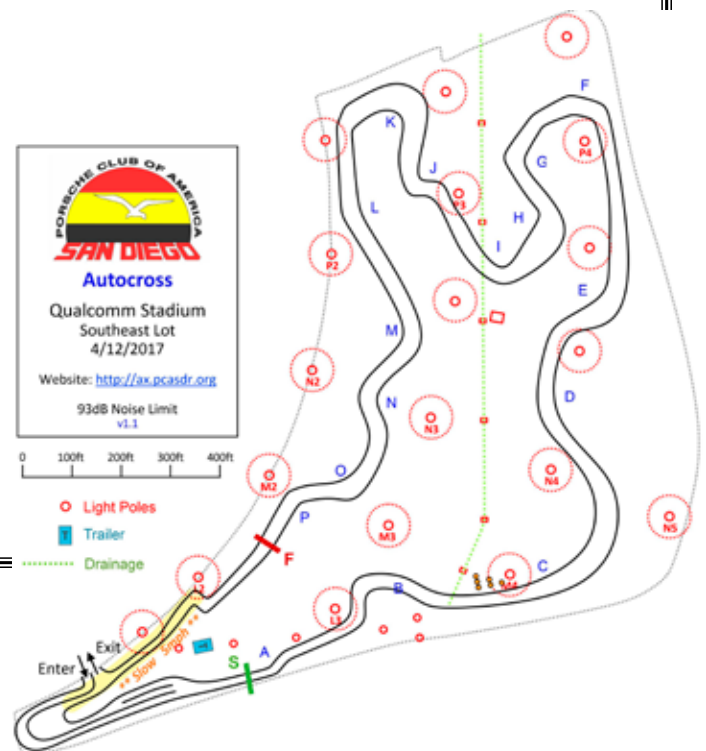
John Blenkle  
David Carson  
Marc Correll  
Dom Dias  
Bryan Fraser  
Tom Helvey  
Malcolm Hill  
Bryce Kim  
Greg Lippert  
Brenda McClure  
Lois Niven  
Elouise Potomac  
Larry Potomac  
Josh Roy  
Benjamin S.  
Scott Schwerdtfeger  
Erik Thyberg  
Michael Uetz  
Matt Williams  
Jan Zablan

## June 15

Jason Abulencia  
John Blenkle  
David Carson  
Andrew Correia  
Tom Helvey  
Dan Hummer  
Chris Laney  
James Maddocks  
John Owens  
Josh Roy  
Scott Schwerdtfeger  
Gloria Slezak  
Dirk Wray  
Jan Zablan

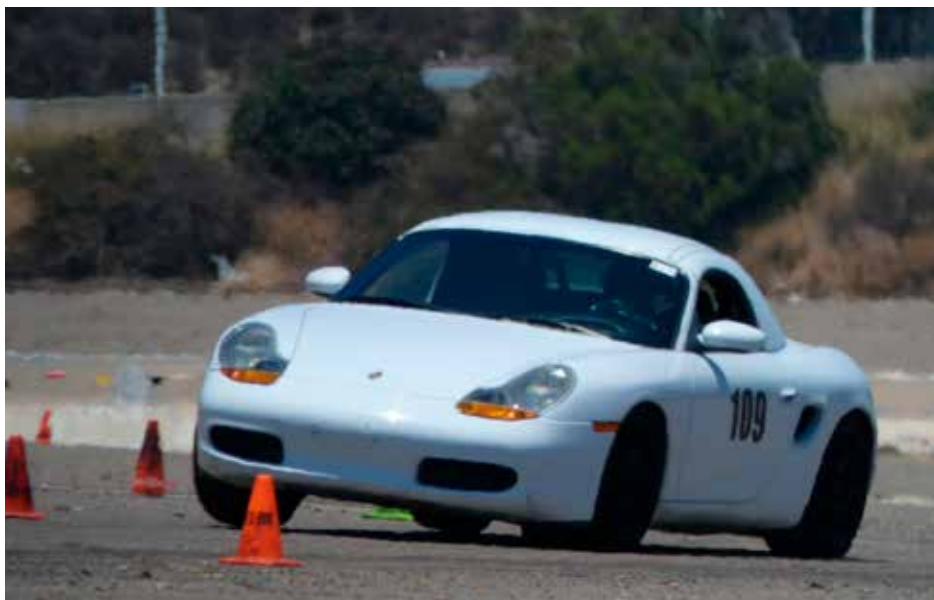
## July 14

Temi Adebambo  
John Blenke  
Dom Domingos  
Alexander Feliciano  
Stel Flanagan  
Arielle Gallager  
Tom Helvey  
Chamillka Perera  
Josh Roy





Anastasia





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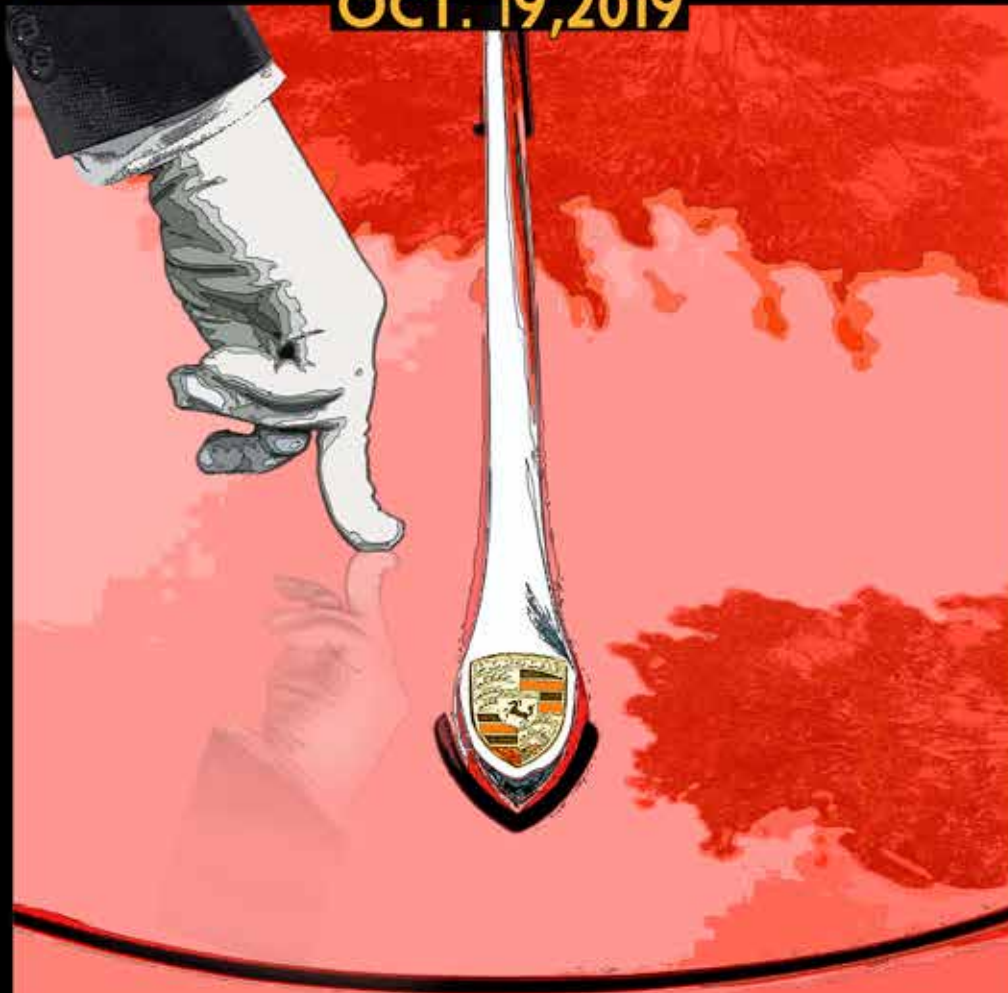


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Members of San Diego Region PCA may place, at no cost, ads of up to 25 words to buy, sell, or trade specific items. Member ads of more than 25 words are charged at 20 cents per additional word.

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

All classified ads must be placed through the club's web site: [www.pcasdr.org](http://www.pcasdr.org).

The classified ads service is managed by the AD2AD Network ([www.ad2ad.com](http://www.ad2ad.com)).

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**2015 Carrera S, 18.7K miles** Black with black interior, 7spd manual, CPO extended warranty, full front clear bra, sport design spoiler, 89K OBO (858) 525-3415

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**997 GT3/RS** GMG WC/GT used alloys, 9 & 12" x 18, good condition with Nitto NT01 tires (50% left). Asking \$3,500. (858) 922-8072.

## PARTS

**G-Force Racing Harness** Five point racing harness with Sabelt Cam Lock (\$169 retail) - \$50 with mounting hardware - Gary Samad (858) 733-1286

**Tequipment Wheel Centers** Beautiful painted wheel center caps for 981 Boxster, but fits almost all Porsche wheels (\$199 retail) - \$100 - Gary Samad (858) 733-1286

**986 Boxster Lowering Springs** H&R Springs part#29779 (\$499 retail) lowers Boxster and S by 1 1/4" - \$250 - Gary Samad - (858) 733-1286

**Sparco Pro ADV LF Seat \$700** Used for 6 total days of racing. Excellent shape. Black. Bought 1/2017; still FIA cert. LaJolla pickup; endoguess@mac.com (858) 456-2480

**997 GT3/RS/WC** GMG RSR Harness-Rollbar Satin black, perfect with hardware. \$1,500. GMG Exhaust Center, satin black ceramic coating. \$1,250. Steve (858) 922-8072. (858) 756-8728

## WANTED

**996 turbo stock exhaust** I'm looking for a 996tt stock exhaust someone doesn't need for a project. endoguess@mac.com (858) 456-2480

**Wanted: 69-73 911 Targa Driver** Projects OK but no basket case. I am in SD North County. Enthusiast looking for new baby, not dealer (858) 255-0519

## MISCELLANEOUS

**Covercraft Noah Car Cover** for 2017 Porsche Cayenne with Lock and Cable Kit \$150. 2 years old in excellent condition. Used once. Paid \$350! (619) 852-3744

**Workshop Manuals** Original 1972 911S workshop manuals (4). In new condition. \$100.00 (858) 755-8838

## TRAILERS

**08 Big Tex Diamond Back Car** hauler 70DM Tandem Axle 18FT Dove Tail. Chrome Wheels. Aluminum ramps and tire rack. \$2500 call or text 619-871-8111

**Custom 914/911 Open Trailer** As new tandem axle for low clearance cars, w/spares 17'OAL 13ft rails, elect bks, \$4750 (619) 562-0809

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# Membership

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## New Members

David Aberizk  
San Diego, CA  
2019 911 Carrera GTS

Alan Bartolome  
Carlsbad, CA  
1999 Boxster

Theodore Brown  
La Jolla, CA  
2015 911 Targa 4S

Mark Compton  
San Diego, CA  
2013 Boxster S

John Dorman  
San Diego, CA  
2013 911 Carrera S Cabriolet

Tim Duane  
San Diego, CA  
2009 Cayman S

Don Forbess  
San Diego, CA  
2018 Macan

Rob Gonzales  
San Diego, CA  
2018 Macan S

Thomas Jardel  
Escondido, CA  
1970 911T Coupe

Jennifer Jothan  
Coronado, CA  
2019 911 Carrera Cabriolet

Dandy Lee & Austin Lee  
Rancho Santa Fe, CA  
2014 911 Turbo Coupe

John Magargal  
San Diego, CA  
2017 Cayenne SUV

Samir Makani  
Encinitas, CA  
2013 Cayenne Diesel

Bernardo Manucal  
Chula Vista, CA  
2008 Boxster

John McIntyre  
San Diego, CA  
1995 911 Carrera

Bobby Mehrotra  
San Diego, CA  
2006 911 Carrera Cabriolet

Jose Mejares  
La Jolla, CA  
1984 911 Carrera Targa

Farah Memarzadeh & Firouz  
Memarzadeh  
Rancho Santa Fe, CA  
2013 911 Carrera S

Mike Morris  
San Diego, CA  
2009 911 Carrera S

Ed Mugg  
San Diego, CA  
2000 Boxster S

David Nemirow  
San Diego, CA  
2007 911 Targa 4

Ray Newton  
Bonsall, CA  
2016 911 Carrera Cabriolet

Dr. Dennis Penn  
Carlsbad, CA  
2012 911 Carrera

Harmut Peters  
Del Mar, CA  
2018 911 Turbo Cabriolet

William Rainey  
San Diego, CA  
1979 911 SC

Adam Ratner  
San Diego, CA  
2008 911 GT3 RS

Lawrence Reyes  
San Diego, CA  
1985 911 Carrera Coupe

Nick Rodriguez  
Carlsbad, CA  
2012 Cayman

George Shinzaki  
San Diego, CA  
2011 Cayman S

Micah Smith  
Solana Beach, CA  
1995 911 Carrera

Susan Solstice  
Yuma, AZ  
2000 Boxster

Jim Tomeik  
Carlsbad, CA  
2016 911 Targa 4S Convertible

William Tracy  
Alpine, CA  
2008 Cayman S

Kurt Walecki & Kelly Walecki  
Encinitas, CA  
2012 911 Carrera GTS

Kevin White  
Carlsbad, CA  
2001 Boxster

Stephanie Wilka & Russell Wilka  
San Diego, CA  
1997 911 Carrera



# Membership

## Anniversaries

### Five Years

Greg Bryan  
Dennis Dyer  
Brian Foxworth  
Benjamin Fruehauf  
Tara Javidi  
Kristopher Liddle  
Albert Mack  
Michael Pykelny  
Peter Ruseski  
Livio Santini  
Walter Vazquez

### Ten Years

Hilliard Hicks  
Jeff Klein  
Jack Rabell  
Louis Slocum  
Spero Tzathas

### Fifteen Years

Dan Davis  
Ja Duncan

### Twenty Years

Edgardo Baracchini  
Bob Brand  
David Butterfield  
Garrett Guess  
Marlene Lenderman  
Douglas Mcgraim  
James Peasley  
Michael Supancich  
Ted Thompson

### Thirty Years

Steven Grosekemper  
Steven Velazquez

### Thirty Five Years

Joseph Martin

## LAST TUESDAY SOCIAL

**May 28 @ 6:30 pm - 9:00 pm**

**Slater's 50/50**, 110 Knoll Rd San Marcos, CA 92069

**Notes:** Here is what they have to say "IT ALL STARTED WITH A PASSION FOR BURGERS, BACON, AND BEER"

**June 25 @ 6:30 pm - 9:00 pm**

**Tio Leo's Cantina & Mexican Rest**, 12205 Scripps Poway Parkway, Ste 101 Poway, CA 92064

**Notes:** Tio Leo's commitment to nature's fresh ingredients, coupled with recipes and traditions handed down from generations

**July 30 @ 6:30 pm - 9:00 pm**

**Yard House**, 2525 El Camino Real, Carlsbad, CA 92008

**Notes:** The Yard House is a High-end sports-bar chain with a huge menu of New American fare & an extensive list of draft beers

**August 27 @ 6:30 pm - 9:00 pm**

**Nolita Hall**, 2305 India St, San Diego, CA 92101

**Notes:** Located in Little Italy Nolita Hall offers floor-to-ceiling windows, a large skylight spanning the length of their space, plus U-shaped bar with 24 taps, specialty food and cocktail menu

**September 24 @ 6:00 pm - 9:00 pm**

**Thai One On**, 485 South Melrose Dr., Vista, CA 92081

**Notes:** Thai One On is a casual sit-down restaurant for Thai noodle & rice dishes, curries & vegetable entrees. A local favorite with authentic cuisine.

**October 29 @ 6:00 pm - 9:00 pm**

**The Barrel Room**, 5500 Carmel Mountain Rd., San Diego, CA 92130

**Notes:** The Barrel Room Wine Bar and Bistro is one of North County San Diego's premier dining destinations, featuring retail wine, casual full-service dining, and a lively bar and lounge.

**Due to the Holidays, there will not be a Last Tuesday Social in November or December 2019**

# Porsche Club of America San Diego Region

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For display advertising contracts and billing information, please contact:

Tom Gould

witnessads@pcasdr.org

### Rates

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

Type	Width x Height	Monthly
Full	7¼ x 9¾"	\$200
Half	7¼ x 4¾"	\$125
Quarter	3½ x 4¾"	\$75
Eighth	3½ x 2¼"	\$50
Key Position		\$325

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

### Submissions

We prefer that materials be submitted in .JPG, or .PDF formats. Please send files to [editor@pcasdr.org](mailto:editor@pcasdr.org). We reserve the right to edit or refuse to print any ad.

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

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To:

Susan Brown, Editor

PERIODICALS



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