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

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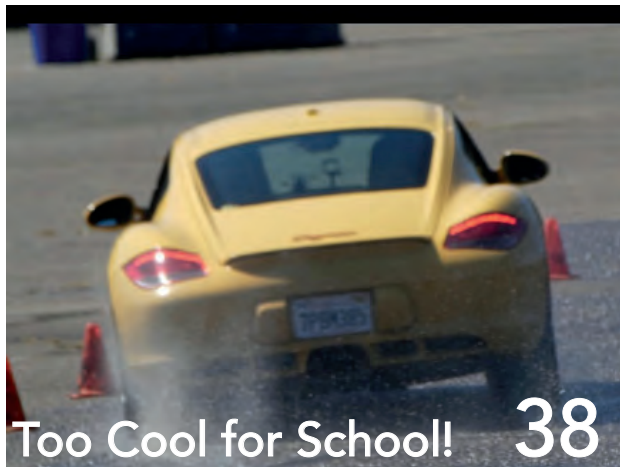
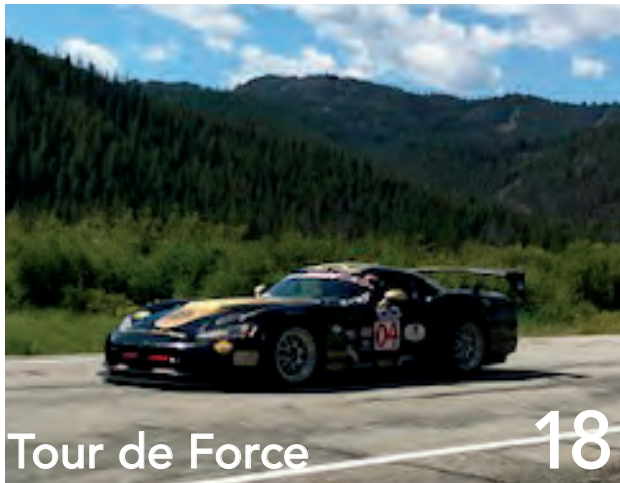


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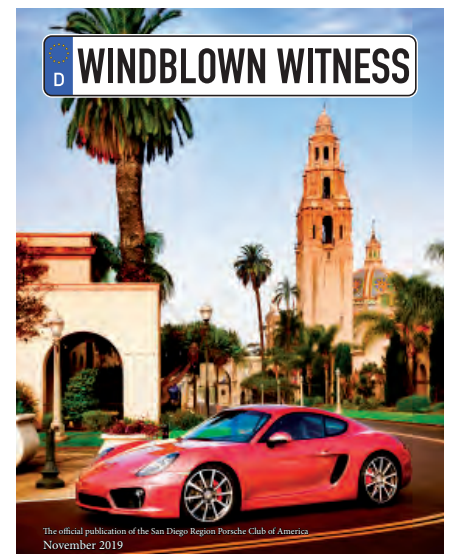


Photo by John Straub Image Works
Past SDR President, Karen Raines awesome Cayman framed below the historic California Tower in Balboa Park.

WINDBLOWN WITNESS

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Scott Leslie

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Mike Brown

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Ryan McClune

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Charles Gillespie

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Cathy Young

Mark Rondeau

Equipment

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Timing Results

Ralph Linares

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From the Queen's Corner

Victoria Varon
SDR President

Welcome to my final Queen's Corner article. As I write this, I am noticing a tinge of sadness. It has been a great run being your 2019 president, and bittersweet that my time as president is coming to an end. I am however, excited to announce your 2020 Board of Directors, who I know will serve you and your highest and best interest next year!

Coming in as president will be past-resident and tour leader extraordinaire, Keith Verlaque; vice-president is our abundant juggler-of-many-roles, Tom Brown; Gisele Gonzalez is staying on to crunch numbers as your treasurer; and Mike Miller, voted on for a second term, will be your diligent secretary. Three fine gentlemen, Michael McGowan, Ulrick Matsunaga, and John Straub are staying on as your loyal directors. Thank you also to Jeni Noerenberg Bartley for her service as secretary this year; her presence will be missed on the board next year! And, thank you to Eric Marc Aurele, our master of autocross, for running for the 2020 board. If only there were an extra seat for this volunteer, who understands the meaning of *contribution* better than anyone I know. I hope to see Eric run again next year. He will always have my vote!

Please give your 2020 Board of Directors a warm welcome (or welcome back) and congratulations! Serving on the board of directors is such a high honor and big responsibility. I'm so grateful when volunteers step up to the plate like this. I will remain on the board for another year as an advisor, although I know this team will need little to no advising, given their magnitude of experience. I'm looking forward to seeing in what direction they take the club next year!

Speaking of gratitude, and as we approach the holidays, this is a time where many people focus on being grateful for our connections, and quality time with people who matter most. This club has become a place where I spread much of my gratitude around to people who I consider to be those who matter in my life. It's been a great joy, and one of my favorite things this year, to meet new members and/or seasoned members who I have not yet had the pleasure of knowing. It reminds me of how amazing and friendly the people in our club are, and for that I am grateful. During my Thanksgiving dinner a special shout out will go to PCA-SDR, for sure!

Whether partaking in a mystery weekend with 48 people, or spending the weekend on the track with some of the best drivers in town, or breaking bread with folks at a last


Tuesday social, or ogling cars at Concours (or Cars and SDR) with like-minded Porsche lovers, there are so many events that offer insight into how wonderful our members are, and what makes this club great. I'm grateful for each and every one of you for the contribution you bring, whether it is volunteering for one of our many chair positions or committees, sharing ideas and insights on what you think would make this club even better than it is, or just taking time to socialize and get to know each other as we talk cars.

As we wrap up this year, there are still many fun events underway to carry you into the holidays, and some events that are happening early next year to look forward to as well. There are the regular monthly events including our board and member meetings, (open to all), and our Cars and SDR the last Sunday of the month. (No Last Tuesday Social due to Thanksgiving and Christmas!) And definitely find some time to come to our final tech session of the year at Phil Thearle's Autowerks Collision Center on November 2, and our last big track event at Buttonwillow, November 2 and 3. If you are a volunteer, you can't miss the volunteer party November 9, and please join in the final Autocross of the year on December 7. Then, before you know it, our Porsche Prom at the US Grant hotel, will be upon us!

Porsche Prom, aka Installation Dinner, aka Member Winter Formal, is a huge annual party for all our members to get dressed up to the nines and gather with other members for dining, dancing, and more. The theme for this soiree (since we are going to be in the '20s again) is Great Gatsby! So gentlemen, dust off those tuxes (or fancy suits), and ladies if you've been dying to wear your pearls and a feather in your hair, here's your chance! I've been planning this event for the past several months with Genette McGowan, and it is sure to be a roaring good time, with fabulous people, delicious dinner, entertainment, awards, and the installation of your 2020 Board of Directors. It's one of my favorite events of the year, so whether you've been to one before or not, don't miss this one on January 11th! And how about recognizing all our top notch drivers? Yep we've got that covered with our first Autorcross of the year on January 4th, and don't miss the February 8th Drivers' Awards Party (more details to come). All of these events and more can be found on our website at pcasdr.org.

I want to give a big and hearty thanks to those of you who put your faith in me by voting me in to join the board of directors these past two years. It's been a true honor. I

hope our chairs and I have made you proud implementing some of the changes we've made this year, including, but not limited to, the new all-color *Windblown Witness*, new streamlined communications committee, online voting, a faster website, many more opportunities for partnership with sponsors to add more fun to the club, quarterly new member gatherings, Porsches and Pours events, and so much more that our chairs have been so busy working on throughout the year. Please be sure that any time you meet one of our chairs, you always give them a big "Thank you!" for the countless hours they put in to making this club the best it can be.

As we dip into the holidays, know that thoughts of all of you in this club warm my heart. I look forward to jumping back into the role of social chair next year, planning fun and exciting ways for our members to connect, while I continue to work on the website redesign project, and stay on the board as past president/advisor. Last but not least, I'd like to give special thanks to Genette McGowan and her team for leading the charge in all things social this past two years. She's done a fantastic job and put in quite the effort, so please give her a hug for me next time you see her! 

See pcasdr.org, or our Facebook page @PCASanDiegoRegion for more information on all events. Next *Witness* — February!



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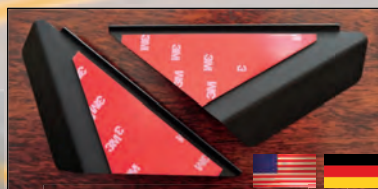
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August Board Meeting

PCA-SDR 2019 Board of Directors Meeting 8/7/2019
Host: Christopher and Julieann Riordan
6796 Corte Adalina, Carlsbad, CA 92009

Attending 2019 Board Members: Victoria Varon, Gisele Gonzalez, Jeni Noerenberg Bartley, Mike Miller, Mike McGowan, Tom Gould, Ulrick Matsunaga. Not present: John Straub

Call to Order: 19:08

President (Victoria): Website Redesign Project Phase 1 Complete. Phase 2 will address the look and feel of the website and may add in any other potential services. Vendor's Options:

- 1) SL certificate (plus cost of SSI),
- 2 Caching & speed improvements,
- 3) Mobile responsive updates. The range for design is because we'd need to work out which elements of the design to update/change.

"If you want to build a completely new site with the existing content intact, that will cost more but would result in a cleaner, faster finished product. The next step should be a conversation to discuss design ideas and goals with the site."

Ballots for 2020 BOD will be both paper and electronic. Please be sure to vote! Ballot to be sent in Witness, in mailboxes likely late this week or early next week. Will email blast out electronic ballot and deadline is the same as paper ballots.

Tom B Update on Parade: "Parade was great! Beautiful location, terrific resort (Waldorf Astoria, Boca Raton), great beaches with warm water and even warmer air.

Overall attendance down primarily due to distance—only 21 entries from Zone 8 and 6 entries from SDR, 2 of which drove: Tom & Susan Brown, Paul & Ruth Young. Tours available: Everglades swamp tour, an off-road tour, two tours to amazing private car collections.

Overall everybody had an amazing time. Competition results for SDR:

Autocross: Paul Young took 2nd in Class. Tech Quiz: Paul Young, 3rd in Class, Greg Phillips, 4th in Class, Pat Corona, 2nd in Class. Rally: Paul Young & Paul Young Jr took 1st in Class!

Secretary (Jeni): Approve July Meeting minutes. (m/s/a)
THANK YOU SARA GENGLER FOR STEPPING IN!

Treasurer (Gisele): Present treasurer's report. See sponsorship additions, cash donations for drivers' dinner. Overall position is down due to future event pre-payments, however, our annual progress is great. Discussion of clarification of sponsorship funds allocation—money goes into general fund; MOUs are fulfilled via categorization in club quickbooks. Also in consideration is how much income is received and spending relative to events — (m/s/a)

AX (Eric Marc-Aurele/Jerry Bumpus/Scott Leslie): AX budget reconciliation for July. Drivers' award trophies in progress – requesting MOU review for possible labeling from sponsor expectation.

Membership (Lana Gill/Adam Gill): Membership report (awaiting graphic from Lana). Ask communications to send email regarding Trivia Night. MSR as a way to sign up vs. evite. Add 9/7 event to calendar – Cars and SDR with Trivia.

Communications (Bev Gould): How to get the word out on your event – please email: communications@pcasdr.org and specify frequency and start date of advertisement, modality (website, e-blast, facebook, and/or witness), description, graphics. It will go to eblast, website, web calendar and witness editor.

Social (Genette McGowan): Recap of past events, update on upcoming events. Porsches and Pours – working on next location and date. Progressive dinner forgoing for Halloween Costume Party – 10/26

New Business: (Tom Gould) Big Euro event update, Sunday Sept 1. At Qualcomm.

Announcements:

Upcoming Board meeting dates/locations:

September 4 – Joe Hoffman

October 2 – Vicki & Frank Powell

November 6 – Mark & Katie Kinninger

December 4 – Tracy & Paul Johnson

Thank you to Christopher and Julieann for hosting!

Adjournment: 20:11 

September Board Meeting

PCA-SDR 2019 Board of Directors Meeting 9/4/2019

Host: Hoffman House

9425 El Dorado Ln, La Mesa, 91941

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

Call to Order: 19:08

President (Victoria): New full color Windblown Witness went out a few weeks ago. Getting great feedback so far. Kudos to editor, Susan Brown for putting together a beautiful publication! Discuss 8.5"x11" monthly mailing to go out monthly. Discuss posting monthly—monthly mailer with event calendar, brief updates – requests from the members for paper mailing without monthly witness. Email blast out minutes monthly via communications committee – will be developing a place for it on the website during redesign.

Big Euro was last weekend on Sunday. We had quite a few SDR Cars in attendance and shared a tent with Pelican Parts to promote the club. Thanks to those who volunteered. Great time was had by all who attended. Membership interest – national will allow rental of ipads to help with sign-ins. Only request is perhaps try to encourage more “grouping” of Porsches for camaraderie.

Website Redesign Project Phase 2 in process: the design process of updating the site. There should always be one or two full access logins available for backup. Vote to create this procedural change – president and webmaster each with. (Motion – Gisele, Second – John)/A.

Volunteer Dinner 11/9 – vote – motion – Gisele, second-john. /A.

Ballots for 2020 BOD are being collected - both paper and electronic. Please be sure to vote...ONCE! 101 online entries and a “stack” of paper ballots.

Secretary (Jeni): Approve August Meeting minutes. (motion-Michael, Second –Gisele, A)

Goodie Store - \$199 startup, \$99/year (does not include cost of apparel). Owner is PCA member (Company is Logo Wear Company). Will obtain contract and next month have board vote.

Treasurer (Gisele): Present Treasurer’s Report – position continues to be very good compared with this time last

year, despite changes in events (such as wine tour). Drivers events are doing very well with profits, Sponsorship is also doing wonderful. Expenses are down (especially with moving witness to quarterly cycle). (m-Mike Mc/s - John/A)

AX (Eric Marc-Aurele/Jerry Bumpus/Scott Leslie): Autocross: August 4th budget reconciliation – 73 drivers, net profit. Question regarding return drivers/profits – possibly due to unanticipated amount of wear and tear on the car. SCCA trying out Lake Elsinore to try out their parking lot. Call for Volunteer(s) to help with continued to hunt for alternative site as SDCCU remains uncertain. As well as autocross in the morning. Suggestion from President – Volunteer app (signup genius) that has list of signup times and tasks to give them more purpose. Suggestion from Keith to add to registration list as checkbox to help disseminate call for assistance from volunteers.

Tours (Keith Verlaque): Last tour 185 miles. Best feedback yet. Back Country Roads Tour date 11/17 – Motion – Gisele, Second-John/A.

Membership (Lana Gill/Adam Gill): Membership Report (2772 – overall increase of 6). Big Euro Event went well. Had quite a few inquiries about membership- time will tell if we get a bit of a bump in sign ups from it.

9/7 - Trivia Night- should be fun: expecting 50-60 people. Will take pics and circulate after the event.

Next new member event with Ford vs. Ferrari movie 11/22.

Social (Genette McGowan): Recap of past events, update on upcoming events.

Movie night – Frank Powell was extra in upcoming movie. Will try to feature him.

9/24 – LTS – Thai one on (Vista)

9/28-29 – Mystery Weekend – Sold out

10/26 – Halloween Costume Party at ONE LOCATION, DJ, Tarot Reader, Costume Prizes

11/21 – Ford vs. Ferrari Movie (Location TBD)

Tech Session – 11/2 – Phil Thearle’s Auto Body Shop

September Board Meeting, cont.

New Business:

Beat the Chief Event (Dan Carusillo):

Jim Bernet (<https://www.usar.army.mil/Featured/Ambassador-Program/Find-an-Ambassador/Article-View/Article/632917/james-bernet/>), is President of the San Diego Army Advisory council, a tax exempt fund raising organization. Jim is also good friends of Dave Nisleit, the San Diego Chief of Police, Sheriff's Dept Member and..... Porsche owner!

<https://www.sandiego.gov/police/about/chiefoffpolice> Jim wants to help Dave and the SDPD, by throwing a fund-raising event called "Beat the Chief." The event would be sponsored, promoted, insured and paid for by Jim and his organization. His vision is a festival style solo car lapping contest where registrants get one hot lap to beat the Chief's hot lap time.

Enter SDR? The initial idea is for us to contribute an AX setup with corner workers and timing. Additionally if we had a stand by date with the Stadium this Fall, that we won't use, it would help this event greatly. Dates available? (None per AX team)

-So what's in it for us?

Establishing a driving relationship with the SDPD and Sheriff's Dept. Also, Great PR and Media exposure, for a great cause. Our select volunteer Members who worked the event would have their entry fee waived. And...the thought about us getting reimbursed to cover costs was discussed.

-What Chairs are required?

If it's something the BOD are officially interested in, Dan Carusillo requests that the BOD approve this event and direct the Chair Liaisons—Charity (in support of SDPD), AX (Set up and coordination), Volunteer, Membership—contact each appropriate Chair, ensuring commitment and full cooperation. Then the appropriate SDR Members will begin working with Jim. Proposed next steps – determine

style of event, level of involvement from PCA (including finances – writeoff vs. reimbursement vs. participation), meeting to be involved with Dan/Eric/Jim to determine interest. Board discussion, questioning rules and safety of members, qualifications of drivers to events. Eric to take back to AX team and determine interest, will notify board and further discussion next month.

Windblown Witness name (Victoria Varon presenting from member email) – brought up name change from member email– board declined to make change.

Sub Group Meetings (Eric Opdahl via email) – Keith volunteered that there are national registries for various groups ("997", "Boxter") who have meetups. Encouraged member to contact social media chair.

Chuckwalla inquiry (Victoria Varon presenting from member email): Friday afternoon "cars and coffee" gathering for participants in Old Town La Quinta? Old Town has 4 or 5 good restaurants, and 2 great bars. Display area and designated parking? - Discussion by board and participants, decision is likely unfeasible due to track tech and prep time required.

Announcements:

Upcoming Board meeting dates/locations:

October 2 – Vicki & Frank Powell

November 6 – Mark & Katie Kinninger

December 4 – Tracy & Paul Johnson

Thank you to the Hoffman's for hosting!

Adjournment 20:28 

October Board Meeting

PCA-SDR 2019 Board of Directors Meeting 10/2/2019
Host: Kinninger House
1629 Hillsmont Dr, El Cajon, CA 92020

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

Call to Order: 19:06

President (Victoria): Announce 2020 BOD election results (160 entered/154 valid electronic votes (96% counted), 48 entered/45 valid paper votes (94% counted)). Congratulations to Keith Verlaque, Mike Miller, and Tom Brown!

Check in with volunteers present regarding continuing in 2020 – Eric will be staying on as AX chair – Thank you!

Open positions so far: Communications Committee Chair, Web Calendar, AX Chair, Webmaster.

Windblown Witness – Option of 2-page monthly calendar mailed. Least expensive – postcard. Then self-mailer, most expensive in envelope. Needs a volunteer to format, proof, send. Expense will negate savings from this year's *Windblown Witness* changes. Board elect to table for 2020 board to discuss.

Looking for someone to write a Big Euro article or other articles for WW November (Tom Gould will write)

Debrief Mystery Weekend – went to Lake Arrowhead, stop at Doffo Winery in Temecula.

Volunteer Dinner 11/9 plans underway, invites out next week.

Prom @ US Grant, ticket prices at \$75/pp, on sale this week.

Porsches & Parks 2020 approve dates 5/23 – 5/31/2020 (M-Mike Miller, S-John Straub, A- unanimous)

Secretary (Jeni): Approve September Meeting minutes (M-Ulrick Matsunaga, S-Mike Miller, A-unanimous). Goodie Store Update/contract – Motion – to obtain samples, approve quality and if meets standards of past products, move forward with contract. (M-John Straub, S-Mike McGowan, A- unanimous)

Treasurer (Gisele): Present Treasurer's report – position is good. (M-Mike McGowan/S-Mike Miller/A-Unanimous)

Sponsorship Complaint (John Rickard): Reporting a complaint from a local business owner raising concerns about involvement of the club. Lengthy discussion involving board, sponsorship chair regarding changes for sponsorship's new format regarding menus, promotion, and transparency. Additional discussion from email, phone, and in-person recollection, reiteration of board's position, intents and goals of sponsorship to improve accessibility and visibility for all businesses involved with PCA-SDR.

AX (Eric Marc-Aurele/Jerry Bumpus/Scott Leslie): Auto-cross: budget reconciliation - We were in the red for this event, still ahead for the year. That does include the year end trophy line item. We had 12 no shows, plus the zone 8 fee, plus we ordered a handicap restroom in case one of the out-of-towners needed access. We're still ahead for the year.

Update on findings for the "beat the chief" event – concerns for liability for club involvement, especially since unable to have full tech inspection and full instruction.

Concours (Tom Brown): Submitting budgets for the Concours and Club Race – posting small profits, however expectation is will lose small amount. It is an excellent flagship event to demonstrate our commitment as a region. (M-Gisele Gonzalez, S-Jeni Noerenberg, A-unanimous). Keith and Tom asking for volunteers – see email blast for updated list of assistance requested.

DE/TT (Bill Behun/Greg Phillips): Update on the recent DE at Big Willow – first time for a DE there – went very well – 13 students, and worked out very well. Feedback very positive, suggestions to be added to next DE (11-12 DE for Chuckwalla, and 97 confirmed drivers). Full session TT went very well (20 min session). Backroads tours are also great feed for race events – and Keith responded that free admission is very helpful to bring members into further events.

Request expense reimbursement for the upcoming CVR event for Steve Grosekemper, Mark Rondeau, Jad Duncan, Dan Chambers & Ralph Linares – to be discussed in interim by board.

Schedule for next year's big track. CVR and Willow Springs events are confirmed, CFOS & Buttonwillow are

October Board Meeting, cont.

still tentative. Budgets to follow next month.

2020 PCA SDR Track Dates:

January 25-26 Chuckwalla Valley Raceway
February 22-23 Streets of Willow (WSIR)
April 11-12 Chuckwalla Valley Raceway
April 24-26 CFOS (Auto Club Speedway)
May 30-31 Big Willow (WSIR)
September 19-20 Big Willow (WSIR)
October 17-18 Chuckwalla Valley Raceway
November Buttonwillow Raceway Park(tentative)
(M-Gisele Gonzalez, S-Ulrick Matsunaga, A-unanimous).

Charity (Carmen Richardson): Club's annual Christmas toy drive for Rady's Children Hospital. Propose the date of Sunday, December 15, 2019 - Breakfast at Mimi's (M-John Straub, S-Mike Miller, A-unanimous), then caravan to the hospital to deliver toys. We typically get about 25 (30 max) members for this event.

Question from at-large members: What is scheduled for the xmas tree event passing out trees to military families? Katie Kinninger will follow-up because not SDR-sanctioned event, Charity would like to be informed.

Membership (Lana Gill/Adam Gill): Membership Report – 12 new members, 2768 total.

9/7 Trivia Night recap – 80 attendees – fun was had by all, Ballast Point donated beer, Logo Wear – basket, and more gifts!

Next New Member event – free ticket and drink piggy-backed to movie event on 11/21.

Need to reevaluate budget since moved to quarterly events and costing a little more.

Social (Genette McGowan):

So far only 13 signed up for Halloween Party – goal is to get 50 people by 10/11 due to expense of party rentals, catering costs etc.

Ford vs. Ferrari on 11/21.

Genette – withdrawing her role as social chair, Victoria will resume.

Driver Awards Party (Angela Avitt) -

Provided budget and sponsorship sheet for Drivers Award Party.

We have been in discussions with “The Vault” near Miramar Rd. to rent their space for our event at discounted rate. Rentals, catering in progress.

Located at 9340 Dowdy Dr., San Diego, CA. 92126

www.veloce-vault.com

Date: Saturday February 8, 2020. from 1PM to 5PM.

(Date: M-Ulrick Matsunaga S-Mike Miller, A-unanimous; Budget: M-Mike Miller, S-John Straub, A-unanimous)

New Business: (Everyone)

(Katie Kinninger) “Self Defense Clinic” taught at a local gym in La Mesa. I would like to suggest this as an event open to exclusively PCA-SDR members. Price to be determined by response. The 1.5-hour workshop begins with a Pilates warm-up and then transition into self-defense training. We stress awareness, prevention, and proven self-defense skills that students will be able use if they are unable to avoid dangerous situations. We also introduce students to movement principles that allow for greater control of the mind and body. We finish with a short movement class to relieve tension and celebrate the skills and confidence students have gained. Board suggested to be a non-sponsored social event. Will select a date, and need to have a certain amount of interest.

Garrett Guess: 9/7 Off-road event went great, 3.5 hours of off-road, only one flat tire, and seemed to be a great event. Will look to next event date. Feel need to be exclusive to Porsche SUVs due to high interest/attendance to safely manage drivers. Board suggest Porsches get preference and then if not full, can bring an “X-car.”


Announcements:

Upcoming Board meeting dates/locations:

November 6 – Vicki & Frank Powell

December 4 – Tracy & Paul Johnson

Thank you to The Kinninger's for hosting!

Adjournment: 20:48 

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SATURDAY FEBRUARY 8, 2020

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SDR and the Big SoCal Euro Event

Article by Tom Gould, photos by Tom Gould and Nick Monroe



For the past several years, SDCCU Stadium has been the host location for the Big SoCal Euro car event that takes place over Sunday of Labor Day weekend. Big SoCal Euro features all European makes of cars.


This year over 2000 cars attended. Porsche had its own corral at the event, and one of the event sponsors, Pelican Parts, provided a hospitality tent for the Porsche owners and PCA. Our Membership Chair, Lana Gill, came out to provide info for potential new members, as well as encouraging existing members to try out the smorgasbord of events that San Diego Region has to offer. Of course we had several wonderful SDR volunteers that helped set up the corral area and guided the cars to their designated parking spots. I'm always amazed at the people who just show up and ask to help. I can't thank them enough! All it takes is a few people and a little bit of their time to make an event run smoothly for everyone.

And hats off to our super members, Bruce and Cindy Wing, who brought out their mobile rig and set up a tent and seating area to provide food and drinks for SDR member volunteers!

Once there, participants could walk through the event to view rows and rows of fine European automobiles. We

had over 50 cars in the Porsche corral. Audi was the featured marque this year and they turned out in force. McLaren shared the corral area adjacent to the Porsches and the dozen or so McLarens brought lots of attention. There were more BMW's than I could count, and of course the VW area had just about every make and model VW made the past 70 years. Other car marques also had their own corrals, and it was great to see other groups that were as equally enthusiastic about their cars as us Porsche owners.

Plus there was also a vendor row, with many top level auto industry aftermarket manufacturers present to display their wares and talk with anyone who had questions. Along with car club booths and dealer type displays, there was plenty to see beyond all the cars in the parking area.

This is a great, low-key event, attended by a great crowd who enjoyed being surrounded by others who have an appreciation for the European automobile. If you are in town next Labor Day. Plan on dropping by this event and see some wonderful cars and meet some great people. 



Sun Valley Tour de Force

Photos and article by Dave Westendorf

Sun Valley, ID is not normally known for automotive events involving some of the world's finest and fastest cars. It's known as the home of Ernest Hemingway, world class skiing, flyfishing, dining, and as one of the finest destination resorts in the world. I grew up close enough to Sun Valley to begin skiing there as a freshman in high school, when lift tickets were \$5.00 per day and Baldy Mountain was serviced by six chair lifts, most of them, including the only one originating at the bottom, were singles. Even then, it was a destination for celebrities, including the Kennedys, Marilyn Monroe, and Bob Hope. Today, daily lift tickets cost north of \$100, and the mountain is serviced by a tram and numerous high speed quad lifts. Many entertainers, politicians, and business people either have homes there or frequent the "Lodge," first built in 1937 by Avril Harriman on behalf of the Union Pacific Railroad, flying in on their G5 Gulfstream, Cessna, or Bombardier business jets.

The Sun Valley Auto Club, a combination of service shop for foreign cars, car club, and hangout for gear heads, annually sponsors a high speed event called the Sun Valley Tour de Force. It includes a car show on Friday night and a speed run on Highway 75 north of Ketchum on Saturday. The Idaho State Police cooperate fully with the SVAC, allowing the highway to be blocked off to normal traffic for periods of up to twenty minutes, during which some of the fastest cars ever built attempt to reach their maximum speed. The event is for charity, this year benefitting Idaho Base Camp, which gives disadvantaged 5th graders some outdoor experience.

I have wanted to attend this event as a driver for many years, but have been convinced by my wife that if I wanted to remain in our 54-year marriage, I had to forget that bucket list item. This year the event was held July 25-27. I was scheduled to be in Boise that week, so I decided to volunteer as a course worker. I was accepted and helped escort participants from the staging area to the car show on the Ketchum mall. This was fun because I got to talk to several of the owners and drivers, including Edsel Ford V, driving a 2006 Ford GT, the wife of Porsche tuner Singer Automotive founder Rob Dickinson, and the chief engineer of the Gunther Werks modified 993s. More than 150 cars participated in the show, including all of the 42 that would drive in the speed event the following day. Some of the most notable cars included a new brilliant white Bugatti Chiron with black trim driven by former pro driver Butch Leitzinger, a dark grey McLaren Senna (supposedly the only one in the U.S.), a silver and orange 918, a black GT2 RS, a white GT3 RS, two Singers, a red Gunther Werks 993, the Gulf orange and blue Ford GT, numerous other Porsches, Lamborghinis Ferraris, McLarens, Corvettes, Dodge Hellcats and Nissan GTRs. Many '50s and '60s Chevys, Fords, and Mopars were on display, but none of the vintage cars participated on Saturday. This was a car show to rival anything in SoCal.

For the race day on Saturday, I was assigned to be a spotter on the highway, keeping spectators, deer, moose, coyotes, and squirrels off the road, both during the "hot track" sessions and the periods when regular traffic was permitted to pass. Unfortunately, I was placed on the "cool down/run



Tour de Force winning Bugatti Chiron driven by Bruce Leitzinger. Clocked at 253.01 MPH



The original Gunther Werks 400. Several more have been built

Porsche 918 Spyder
flanked by new GT3RS





Heavily modified Audi A8

Why??


out” section of the course about a mile after the timing trap and behind some willows that prevented me from seeing all but a flash as the cars slowed following the end of the timed section of the course. That’s not to say that the cars were loafing at that point, most still travelling over 100 mph.

The race course is interesting in a couple of ways. It is located over a 3.5 mile stretch of relatively straight south-bound highway about 15 miles north of Ketchum/SunValley. The beginning is a slightly uphill straight of less than a mile, followed by a mild, full throttle, left curve, then a flat straight followed by a $\frac{3}{4}$ mile downhill ending at the timing trap, then completed by a two mile run out. Two interesting aspects about the course stuck in my mind. First of all, the last portion of speed section is a significant downhill but then complicated by the fact that the pavement is in fair condition at best. The downhill obviously enhanced top speeds, but the rough pavement had to scare some of the drivers enough to limit their speed. The downhill finish allowed the Bugatti Chiron to reach a speed of 253.01, the fastest speed of the day. The GT2 RS attained 226.95, and the 918 came in third at 218.1, followed by a Lamborghini Aventador at 215.11, a Nissan GTR at 209.9, the Ford GT at 206.6. Others over 200 mph included two Porsche Turbos, a Corvette Z06, and a Dodge Hellcat. I doubt that any of these cars would have attained those speeds on a flat course. The rough road made steering a challenge, which may have offset some of the downhill speed enhancement. I drove the course in a rented Honda Civic the following

day, and at 80 mph was getting bounced around enough to know that in my 997.2 GTS at 150 plus, I would have been challenged.

Most of the participants ran over 180 mph. I was surprised that the Singer and Gunther Werks cars were only in the 175 mph range. I thought they would have been faster, but perhaps they are engineered more for track driving than straight line speed. Also, the McLaren Senna was below its capability at 195.32. The big surprise of the day was the Idaho State Police Chevy Tahoe at 184.92. Go figure.

Many, but not all cars drove more than one lap. The glaring exception was the Bugatti, which apparently had a tire issue that prevented an additional lap. However, at \$1995 per lap, perhaps that was just too rich for the owner’s pocketbook.

If I go again, I would combine it with a couple of days of flyfishing, which is what I normally do in Sun Valley. I would also not volunteer for a “spotter” job, as I found out that I could have driven to within a mile of the timing trap and witnessed the entire event from the top of a nice little hill instead of behind a bush. Also, if I go again, I will try to persuade my wife that at least one lap would be worth the expense, and also that my driving capabilities would allow me to keep my car on the straight and narrow downhill, which even though rough didn’t cause any significant mishaps on this day. 



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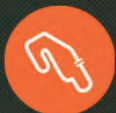
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Oktoberfest Mystery Weekend

Article by Sara Gengler

On the last weekend of September, San Diego Region members embarked on another of our region's semi-annual, ever-popular, mystery weekend excursions, which was organized and led by Victoria and Javier Varon. Our friends at Porsche Carlsbad generously hosted the event's launch point with a catered continental breakfast of fruit, bagels and schmear, and pastries in their beautiful new showroom. After receiving directions to the first destination point, drivers and passengers of 24 Porsches set off on the first leg of the drive, which was a backroads tour through Fallbrook, De Luz, and Temecula, culminating at Doffo Winery in the Temecula Wine Country. Doffo, a winery with a passion for motorcycles, served up their homemade empanadas with chimichurri sauce for lunch, paired with their top-rated wines. Their extensive vintage motorcycle and memorabilia display, and beautiful grounds overlooking the Temecula Valley, was an intriguing and relaxing stop on the way to the still-mysterious final destination.

Following lunch, our group navigated surface streets of the Inland Empire until we began climbing the San Bernardino Mountains, surrounded by the San Bernardino National Forest. As the group climbed the mountain, fog thickened on the blustery overcast day. The skies cleared briefly upon reaching the beautiful mountain village of Lake Arrowhead, where the community was staging the first weekend of its annual Oktoberfest celebration in quaint Lake Arrowhead Village, a shopping, dining, and entertainment center set amidst Tudor-style buildings rimming the lakefront.


While Lake Arrowhead's raucous Oktoberfest is always a fun destination, the pièce de résistance was that we Mystery Weekenders arrived during Riverside Region's annual

Porsche Timeline, where a wide array of Porsche models and years dating from the 1950s to the present are on display throughout the Village and along the waterfront.

After ogling the beautiful Porsches and hooting and hollering during the parade of displayed cars exiting the village; browsing the interesting shops; quaffing a bit of German brewskies and wine; noshing on the plentiful and sumptuous food fare; and taking in the oompah band, dancing, and competition antics, our group of undaunted travelers convened for dinner at Lake Arrowhead Resort and Spa, our waterfront lodging destination just steps away from the Village.

Dinner is always fun and sociable on the Mystery Weekend outings, and while some retired to their rooms following dinner, others retired to Bin 189, the rustic lodge bar and restaurant, for a nightcap amidst lively conversation.

Sunday morning found some of our group dining together at the resort, while others made their way to one of the many restaurants serving up brunch fare in the Village, while still others departed early to explore the mountain and other attractions on their drive home, such as the mountain community of Idyllwild.

The next Mystery Weekend will likely be next spring, and although each weekend's destination is highly protected until it is time for the big reveal, we can always be sure it will be a rollicking fun excursion with ample opportunity to drive our Porsches and make fond memories with our fellow PCA-SDR members. 

Parade of displayed
Porsches as they depart
Lake Arrowhead Village-
Photo by Sara Gengler





Mystery Weekend lunch in the Moto Barrel Room at Doffo Winery-Photo by Ted Witte



RSR's Porsche Timeline at Lake Arrowhead-Photo by Sara Gengler

View from the Back Performance Driving School

Story by Steve Eisler

Kathy and I attended our first PCA-SDR Performance Driving School (PDS) in the spring of 2013, about one year after purchasing our 2011 Boxster Spyder. We had recently learned that “Spyder,” in Porsche-speak, means drive it to the track, drive it on the track and drive it home. We were so impressed with quantity and quality of the PDS instruction that we both signed up for the Fall event so that we could reinforce and practice the skills we had learned, and try to understand the many other skills that we had not mastered. Since then, I have volunteered at the PDS whenever I could. This year’s October 4-6 event was my 11th PDS.

The San Diego Region has been taking advantage of the huge stadium parking lot for many years to host its twice yearly PDS. After each school, it is evaluated, reworked and refined to make it the safest, most enjoyable, and most intense learning experience possible. The event has such a great reputation that we receive entries from all parts of California, and even out of state. (Bryon Stopfer is from Sylmar, CA and Ronnie Stopfer is from Junction City, KS.) The furthest travelled award goes to Gerrit Osbourne from Honolulu, Hawaii. Gerrit is a member of our region because of the great number of “well planned and superbly executed events” presented by PCA-SDR. He keeps a car in his daughter’s garage in Newport Beach and has been on several of our Porsches and Parks Tours, and also will be learning more at our Drivers Education event at Chuckwalla Raceway.

This year, there were four components to the three-day school. Friday night, students met at the beautiful new home of Vollig Autowerks, the sponsor of the school. After dinner (five meals are included in the cost of the event) instructors

reviewed the handout that all students had received, showed videos demonstrating the techniques they would be learning, discussed the schedule and procedures that would be used in the following two days, and answered all of the student’s questions.

After Saturday’s tech inspection, conducted by volunteers from our Tech team, students were registered and served breakfast, then attended a drivers meeting conducted by AX Team volunteers. During breakfast, I asked several students what had prompted them to enroll in this event. All of them expressed a desire to learn the capabilities and limits of their car, and, most importantly, to learn how to handle their Porsche in a highway emergency. Each student was assigned to one of 4 skid pad areas, where they practiced car control on a wet, circular course. Throughout the PDS, every student always had a volunteer, certified instructor in their car with them. As they waited for their turn on the skid pad, instructors were explaining what they were seeing and how it was affecting the car on the pad.

Following lunch, each of the 4 groups visited five different car control exercises, each focused on a specific car control skill that might be needed to control or regain control of a car in an emergency situation. At the end of the five 40 minute exercises, I talked with Ironman Keith Groves. I call Keith “Ironman” because he drove two of our week-long Porsches and Parks tours without a co-driver. He expressed how much he had learned, even after driving a Porsche for many years, and how much safer he would feel on club tours and twisty roads now that he knew his limits and his car’s limits. He probably will not join any of our competition events, but was

Krishell with CDI
Anastasia Berta





Connor, our second
HS Senior GT3 driver

High School senior,
Anna, learning to
drive Dad's GT3



Cupcake is owned
by our sponsor Vol-
lig Autoworks

very pleased with his new driving skills. I also met Dennis Dexter, a new transfer from the PCA region in Denver, Colorado. Dennis was driving a very nice 1978 930 Turbo. I was volunteering on the Dynamics exercise and noticed how much improvement Dennis was making, and how much fun he was having feeling the turbo kick in. He told me that he had really enjoyed the Denver region, but was amazed at the number and variety of events offered by SDR. He also was very pleased with the level of planning and organization that he saw at our events. As I have said in this column many times, club members in-name-only are missing out on some great events, run by some great people, bound together by their interest in their great cars!

The fourth component of the weekend was Sunday's Autocross segment. An autocross (AX) is a timed event held in a large parking lot or an inactive air strip. The course is marked by traffic cones, and each car takes practice runs and official timed runs to determine who can successfully negotiate the marked course in the fastest time. There are penalties for hitting any of the cones or going off course. Our PDS autocross does NOT have any timing component. The course is designed to incorporate elements of each of the five car control exercises that the students had learned on Saturday into one complete track laid out in the huge parking lot. Each student had a volunteer instructor assigned to them for the whole day, helping them learn to drive the course quickly and safely; when to turn, accelerate, and brake. They helped them monitor tire pressure and safety equipment, taught them how to function as a corner worker, flagging cars and setting up cones that had been knocked down, and spent one session walking out onto the course and observing the best "line" or path for the car to take when negotiating a section of the course.

Following the AX, students received their graduation certificate and a class picture. Our youngest graduates were high school seniors, Anna Czajkowski and Connor Newton, both driving their fathers GT cars. We also had several

students that were as old as the Porsche marque. Bryan Fraser and Tom Helvey have been to several AX events, but Micah Smith has been a Porsche owner and club member since July of this year, and was at just his second event. James Maddocks and his son James shared dad's Boxster for the event, and AX chair Eric Marc-Aurele's wife Krishelle made great strides in her second PDS. Following graduation, instructors were again recognized for their efforts and drivers and volunteers got a chance to drive for the first time all weekend. Students lined up to jump into instructors' cars as they stopped in the hot pits. Only certified instructors are allowed to have passengers in their cars, so volunteers drove alone. All of the students that I talked to were amazed to see how well the Porsches performed in the hands of experienced instructors.

After we cleaned up the parking lot, I spoke with Elizabeth Wilbur, who found out about the PDS when she took her Macan GTS on the off-road tour. Liz said that she had noticed that her Macan exhibited a "personality" when she drove it aggressively on and off of the road. The PDS had helped her understand that personality and how to control it, in order to fully enjoy the special Porsche capabilities that we all pay for when we buy these fantastic examples of automotive engineering. I also caught up with Carmen Richardson, who was driving a 2017 Porsche Cayman S. Her husband Rick is an experienced AX driver but she was having difficulty with their newly acquired, more powerful Cayman. When the event was finished, she was smiling and happy to report that she was no longer afraid to drive the car.

Whether you are just learning to drive your Porsche like Anna, Connor, or Carmen, are an experienced driver who has not had any formal instruction since high school, or are interested in the club's competition events, the next PDS will be in the spring. Be sure to take advantage of this great learning opportunity before the stadium parking lot is gone! 🐦

Instructor Fred Yip giving students a thrill ride



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iPhone Apps at The Track

Article by Martin Schacht

In case you missed it, over the past few years, a new dawn has risen in the field of iPhone/Android based lap timers and data loggers. The “elephant in the room” is the emergence of numerous iPhone apps serving as satellite connected lap timers, with some also providing data logging capacity: Harrys Lap Timer, Porsche Track Precision, Speed Box, Track Addict, RaceChrono, and APEX PRO, to name a few. There may be others. Being an iPhone user since its introduction, in spite of the fact I already owned an AiM SOLO 2 DL, out of curiosity, I did some cursory research on the iPhone apps listed above.

All of the above appear to be easy to operate, are inexpensive. From \$0 to \$449, and compact compared to the “old school” data loggers such as my AiM. There are a number of similar apps for Android users as well.

Already having an AiM SOLO 2 DL providing me lap timing and having a predictive lapping feature, it may seem odd that I could be a candidate for any iPhone based lap timer/data logger, much less one that costs \$449. Why would I consider duplicating what I already have? Especially considering that a number of the iPhone apps mentioned above are free! Stay with me and I think you’ll see why.

You would think, what else could I want? I already have a lap timer, predictive lapping and access to data. There is a common theme here, data produced is all after the fact,

Even Predictive Lapping has its limits. It can only show when you are faster or slower than the reference lap with a LED display, but you can’t know specifically where it is on the track that you are gaining or losing time. This has to wait for the post-session data review.

Real-time coaching is what I really want, and I know I am not alone here, allowing me to make driving adjustments on the fly, while in the process of driving the track. I would prefer an actual coach, but this can be cost prohibitive—some charge upwards of \$800 a day. Regardless, I know what I want, and I want affordable, effective coaching, and easy access to meaningful post session data.

Reviewing the claims of the iPhone apps mentioned above, only the APEX PRO provides the real-time driver coaching feature, and as a bonus, easy access to post-session data as well, but it comes at a price. Coaching is accomplished with a compact, dash mounted LED array having a Bluetooth connection to the iPhone. You do pay a premium for this in contrast to the other apps, but well worth it if it really works—just imagine, \$449 for unlimited real-time coaching! Even if we assume the APEX PRO coaching feature is not quite as effective as having an actual coach in your car, payback on the investment would be pretty quick, in contrast to hiring a coach.

The iPhone APEX PRO app is connected by Bluetooth to the LED display module shown below, suction cup mounted to the dash. Packed into the module are a number of high-tech components, utilizing Artificial Intelligence (AI) and Machine Learning (ML), which results in the device having the ability to learn the grip potential of the car in 2 laps or less. As the laps proceed, the grip potential calculations are constantly refined. The driver views the display in their peripheral vision, and after a few learning sessions, will readily be able to discern their performance in real-time based on the colors displayed, from left to right, across the device, Green, Red and/or a mix thereof.



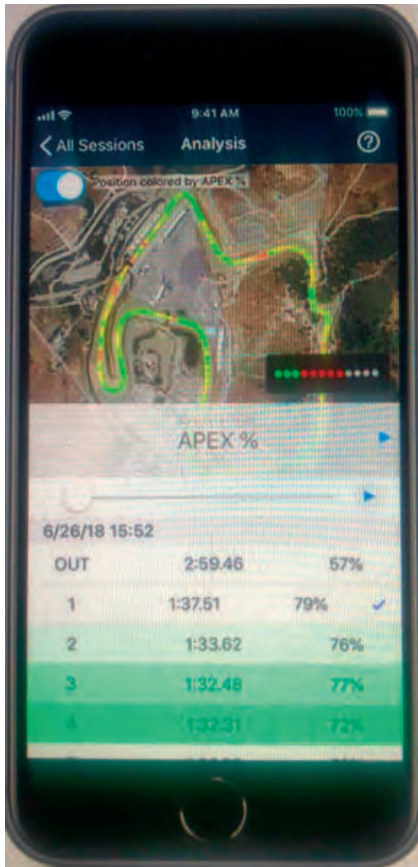
We see in the pic above eight (8) LEDs illuminated. That equals the total calculated grip available. 75% are Green, 25% are Red. Quite simply, 25% of the available grip is not being utilized.

As one drives the course, when a few Red LEDs are starting to creep into the right-hand corner of the display, that is an indication that 100% of grip is not being taken advantage of at that point in time. Looking at it in a positive way, the more Red LEDs you see, the more grip will be available for you to take advantage of at this corner on the next lap. There is no need to wait for a reactive post run data session to find this out. This is coaching on the fly!

Let’s assume that APEX PRO delivers on its promises to provide pro-active coaching and easy access to post session lap times. Another elephant enters the room, and that would be the \$449 price tag. APEX PRO not only must deliver, it must over-deliver, and as I and others have discovered (see the enclosed reference list below), using the app, it does just this. But in order for the user to gain access to 100% of this added value, some study will be required.

Looking at the satellite view below, starting at the Start/Finish line, as you progress counter-clockwise around the course, you’ll see Red, Green, and Orange traces. Green indicates grip utilization in the corners, Red in this example can indicate braking, and Orange indicates coasting, or light application of the brakes.

To facilitate a quick learning of the satellite view, APEX PRO, the company, has created a YouTube video to teach interpretation of the satellite view, and delves deeper into the nuances of the colors seen on the satellite trace. Learning to go faster with APEX Score and the GPS Satellite overlay: https://www.youtube.com/watch?v=T9Xn_XsMM74. The APEX PRO value-added features, will become more apparent as you dig deeper into the YouTube videos listed below.



In addition to the satellite trace above, a number of other post-session visuals are available and easily accessible. The most basic visual is the speed trace of a lap of interest, noting that a mini-track map is on the screen showing the position of the car at any given time.

Step it up a notch? Want to compare one of your slower laps compared to your fastest lap of the session? It's easy, go to the lap time display and tag the two (2) laps of interest by pressing them. Next, press the diamond play button on the app screen. The two (2) laps will be represented on the

satellite view as a Red and a Blue dot respectively. Originating at Start/Finish, the dots proceed around the track at speeds relative to the actual times in that session. Before long, you will see where the faster dot picked up speed over the slower. The satellite detail is incredible, as you can actually view the respective lines taken on both laps. Seeing an area of particular interest, let's say Turn 1 at Willow Springs, pause the dots and go to the speed trace and scrutinize that turn for speed in, speed out, etc. The respective lines take on more definition the larger the screen used.

It gets better. Unique to APEX PRO, drivers may opt to share a session with another APEX PRO driver, or coach. They share their data using Air Drop or e-mail. If you are lucky, there will be a really quick driver using APEX PRO and they will agree to share their session data with you. Example—at Willow Springs, if you are a 1:39 driver, you can learn a lot if you can see what a 1:34 driver in your class is doing around the track to get the better time.

Another unique feature is found in Crew View. You specify in the app who is authorized to look at your data in real time. When you are out on the track, an overhead view of the track is presented to the viewer, seeing a race car symbol of you driving the track in real time. In essence, you are using the internet as telemetry. Not having used this feature, I am unable to elaborate further.

Also note, in the Tracks and Records area on the main app screen, you'll have access to over 150 track maps in North America. When you arrive at the track, turn on the app, and the track will most likely be recognized. If not, go to tracks and records at the top of the app for a listing off all the available tracks. There is also an APEX PRO protocol available to create a track in the case of a need for a unique autocross configuration.

As you will see on the opening page of the app, Tracks and Records, many of the more popular tracks have an APEX % score, based on all data submitted to APEX PRO over time. Type in your track of interest. If there is data on that track, you will see a track symbol next to the name of the track, followed by that track's top three (3) Lap Times recorded, as well as the top three (3) APEX% scores. You can use this data to bench mark your performance, more so the APEX % than times.

This proactive coaching has resulted in me getting quicker at the most difficult track I drive, Willow Springs International Raceway, where I recently knocked 1 ½ seconds of my previous best time. Going up Turn 2 and seeing all the

LEDs showing Green, was comforting. Subsequent data review also showed me all the places on the track where the potential for improvement was greatest.

APEX PRO meets, and in my opinion, exceeds its advertising claims, earning glowing references from respected sources (See below), the basics are easy to learn and use, and its affordable at \$449. Does the unit have flaws? Not really a flaw, but the technology is new, and once you get past the basics, a little study will take you to some rewarding places. It is easily done watching the APEX PRO videos listed below.

From time to time, Veracity Racing Data, my APEX PRO dealer, and hopefully yours too, will have demo units available. www.veracityracingdata.com Talk to Ellen, (805) 238-1699. Where my schedule will allow, I have volunteered to assist Veracity Racing Data by bringing the APEX PRO demo units and dash mounts to the track and can assist with installation, and show demo users how to get started. Post run session, we can discuss the data produced by the APEX PRO app.

Enough of my ramblings, let's take my clearly biased opinions out of the equation. It is readily apparent I am a big fan of the company and the results their product produces. Quotations below are taken from the APEX PRO website's Testimonial Page: <https://apextrackcoach.com/testimonials/>

How about what David Donohue has to say? He the son of racing legend Mark Donohue, and has accomplished much in a wide variety of auto racing series, including winning the GT2 class at the 1998 running of the 24 Hours of Le Mans:

"It felt like cheating." He adds, "If you're a driver who wants to improve, then APEX PRO is a must-have tool. It's inexpensive, compact, and easy to use. It provides immediate feedback, and a unique way of reviewing your laps afterwards. I'll admit that when I have used it—it felt like cheating." <http://www.daviddonohueracing.com>

Take it down a notch to the amateur driver world that we live in and consider the experience of Brian Stetson, a NASA Spec 944 racer, driving at Road Atlanta:

"...The results were undeniable. I was able to increase entry and exit speeds at turns 1 and 7 at Road Atlanta and decrease my overall lap times. I am really looking forward to taking it to Barber with NASA Mid-South next month and continue to improve my driving."

A HPDE instructor from NASA Great Lakes working out

of Marlon Sumlin Racing writes:

"We had an opportunity to test it. Overall there was continuous improvement throughout the weekend. As we had our download sessions, we were able to look at each of her runs and it gave her an opportunity to add notes to her track map where she needed to, change her visual reference points for braking, throttle application, turn in points, exit points, etc. I would highly recommend the Apex Pro for any HPDE Instructor to help with Novice and Intermediate students. Dollar for dollar, it is a great instructional tool that will help the instructor to become an even better instructor! I rate it a 10/10!"

Bob Seville, successful racer and APEX PRO user writes:

"using the APEX PRO, I could make the correction IN THE NEXT LAP instead of in the next session. That's the benefit—simple feedback that you can react to instantaneously instead of waiting until later in the day...or the next day." <https://naroescapemotorsports.com/about/>

I could post up pages of driver comments, but in the interest of brevity, let me add the words of Peter Krause, a highly regarded professional driving coach, a leading resource for performance measuring technology, and a dealer for many brands of data loggers, including APEX PRO; <http://www.peterkrause.net>

His name may seem familiar to you as he is a colleague of Ross Bentley from Speed Secrets, and co-authored a project many are aware of, The Virtual Track Walk webinars <https://speedsecrets.com/virtual-track-walks/>. Peter is also a profuse and erudite contributor to the Racing and Driver's Education Forum on Rennlist. His credentials are impeccable. Peter writes:

"Despite the low cost and small package, relative to other systems, the Apex Pro has power beyond tools like the Solo 2 in the fact that it uses a much more capable IMU and incorporates 'learning' capability, whereas the Solo 2 is just a recorder. It can calculate the amount of forces acting on the car in ALL axis, and readjust on-the-fly, an accurate assessment of 'how much is left?' I call it a risk-management tool!"

Peter Krause adds further: "With my understanding of how people learn, assimilate information, and GET faster, I do know that it offers benefits that are central to the reason why pros are quicker than most, and more consistent in their driving, making FULL use of the tire contact patch... Just as drivers improve, this device (APEX PRO) is capable of resetting the bar. AiM and MoTeC can't do that, while Race Technology and VBOX can at least tell you

where that might be, but neither of the latter do that calculation themselves (real-time) or with as much precision and ‘local knowledge.’”

In another post, Peter added when asked who is using the APEX PRO, “...drivers like David Donohue, Robby Foley, and Skip Barber champion and IMSA GT3 Cup winner, Jake Eidson....all the Skip Barber Racing School cars are equipped with them.”

Skip Barber Partners with APEX PRO (May 31, 2018):

The new “Skip Barber (Driving School) is excited to announce that they have partnered with Apex Pro... The Apex Pro unit utilizes a row of LEDs to provide drivers with immediate feedback of how they are doing on the racetrack and enables the instructors to utilize high-resolution performance data after sessions to review with their students. APEX Pro is a machine-learning algorithm with vast data intake and computing power, allowing drivers to instantly learn where on any track their vehicle is capable of higher performance. APEX ushers in an era of useful, grip based, real-time feedback.” https://www.skipbarber.com/2018/05/31/skip-barber-racing-school-partners-with-apexpro/?fbclid=IwAR2P9_77uVHRYw4KUHFUnzlIKM_X7YaOnXaWt8uuiLGCu8GqjDGHeVLOPk

The APEX PRO Digital Driving Coach concept and benefits are thoroughly explained in great detail watching APEX PRO YouTube videos listed below. It seems there is a new one every week or so. See the APEX PRO YouTube channel. <https://www.youtube.com/channel/UCp1gJrm-7rAKen3KN70HBFw/videos>

The APEX Origin Story! <https://www.youtube.com/watch?v=EXXK7o5XUPU&t=775s> 21:01 Minutes 9/5/19

What do Auburn University, a Mechanical Engineering student, and a racecar driver have in common? It’s a great story.

What Apple products will run the APEX App? <https://www.youtube.com/watch?v=dyMDjhyHqrE> 16:17 Minutes. 6/4/19

The APEX Pro team is releasing updates to improve functionality and fix bugs at least once per month! We monitor App crashes and bugs closely. So what are the key things to know to keep your APEX App updated and working properly?

What is APEX doing while I am driving? ,
(This is critical watching) <https://www.youtube.com/watch?v=xDrWX8O16Z4&t=88s> 22:10 Minutes

Improve your High-Performance Driving with APEX Pro’s Machine Learning grip model! Learn more about how the grip model works in a special behind the scenes look at APEX Pro.

Learning to GO FASTER with APEX Score and the GPS Satellite overlay! (Critical to watch) https://www.youtube.com/watch?v=T9Xn_XsMM74 37:36 Minutes 1/17/19
APEX Score offers a unique perspective on how to improve. Overlay your APEX Score with the GPS image of the track for a detailed understanding of your driving. Use APEX Score to find where you can brake later, release the brakes sooner, and get to the power earlier exiting corners!

3:15 - Video starts 7:35 - Red = Wide open throttle at high speed 9:37 - Identifying our braking point w/ APEX Score 10:55 - What it looks like in the App! 14:24 - Zero steer 17:25 - Sub-optimal corner entry (Stop Sign Braking) 26:00 - Classic Over-Slow 28:25 - What do drivers usually do when the over-slow the corner? 33:09 - Over-slowning in high speed corners.

Live Data Review session: NCM Motorsports Park! <https://www.youtube.com/watch?v=2y4kBYtDmsk&t=157s> 56:10. 11/16/18

This video is also very illuminating, a must view. Join Andrew as he reviews a data session with no first-hand knowledge of the track. Everything Andrew concludes is data derived. Observe the process he follows to evaluate and interpret APEX Pro post-session data! UI updates: 1:30 Data review starts: 5:30 I see green in the corner, what does that really mean? 13:00 Utilizing the LED replay: 20:20

What do the APEX Pro LED’s mean? (Critical to watch) <https://www.youtube.com/watch?v=JZXbUqyjrTA> 1:06
Very simplified and condensed explanation

Skill adjusts the resolution of the LED’s! <https://www.youtube.com/watch?v=OX0ZX0c7LDM> 1:02. 11/13/18

A must watch for initial set up.

* = Beginner (for novice drivers)

** = Intermediate (recommended setting)

*** = Expert (for drivers very comfortable finding the limit!)

APEX Pro: Machine Learning Race Coach. <https://www.youtube.com/watch?v=cmgvCaU7Stw> 55 seconds. Good one (1) minute summary of the benefits of APEX PRO

Sharing and Exporting Data. https://www.youtube.com/watch?v=nQ_cKhLV5TU 2:21 minutes “Learn how to share and export your saved APEX Pro data files! Data is shareable via email or Air Drop. Sharing data is fun and

helpful in learning how to go faster on the track!"

Custom Track Feature: Design Your Own Track <https://www.youtube.com/watch?v=cv6rCbEp3dg&t=2s> 2:25
Learn how to use the APEX iOS App's custom track feature, autocross and DE applications

The COMPLETE Crew View Tutorial! (Social features of APEX PRO) <https://www.youtube.com/watch?v=eZCgu4E3IhA> 5:17 7/3/19 This feature tutorial showcases what you can do with Crew View! Learn how to create a User Profile, follow other users and create a community, and how to watch your friends while they are on track in real-time!

On Board with APEX Pro at the VIR 24 <https://www.youtube.com/watch?v=t0qmAjRmx0U> 2:06:46 Andrew Rains, co-founder of APEX PRO, gets behind the wheel of an e36 BMW at VIR for the Lifeline Champ Car 24. This video is long, but you will get to see the Digital Driving Coach (DDC) in action.

APEX Pro Point of View Laguna Seca with @everydaygt3 https://www.youtube.com/watch?v=KXQC_QSb8l4&t=152s 25:00 "This Awesome Point of View footage showcases APEX Pro at work while everydaygt3 puts his Porsche 911 GT3 through its paces at a DE day @ Laguna Seca. He chose to run blue/red light display mode, which is an option under "display" in the APEX App!"

Buttonwillow Raceway with APEX Pro! <https://www.youtube.com/watch?v=AGBXfsciVvM> 2:43 minutes Good view of the APEX PRO's LEDs in action. "Checkout his APEX mounted front and center!"

Find SECONDS at Road Atlanta! <https://www.youtube.com/watch?v=sXiwW4tEzr0> 27:51 7/18/19 Andrew Rains, learned three things in particular from his APEX Pro data while racing with World Racing League at Road Atlanta.

Misc. Other YouTube Videos

Driving at Palm Beach International Raceway with Apex Pro https://www.youtube.com/watch?time_continue=75&v=hXuTlduZ780 9:05. 3/1/18 My first time driving at Palm Beach International Raceway 2/2/2018 and my second event using the Apex Pro Digital Driving Coach: Descriptive text across the top of the screen.

APEX Pro: In-Car Footage from Driver Jack Joyner <https://www.youtube.com/watch?v=Vi6Vky4-VP8> 12:24 3/29/17 Driver Jack Joyner shared some in-car footage from a recent track day. Pay attention to the APEX lights in the center of his dash!

Track Session: Buttonwillow 13CCW in a Mazda2 <https://www.youtube.com/watch?v=w8aqd97YFjs> A fun day at Buttonwillow, not super quick relative to Porsche cars with experienced drivers, but note the Green through the corners...getting that bite.

How To Attack Turn 2 At Laguna Seca <https://www.youtube.com/watch?v=kWli-URhKZc> There is nothing on APEX PRO in this video, but it's one of the best explanations of how to do Turn 2 at Laguna Seca, I felt compelled to include it. This is a milestone video. Ross Bentley and Peter Krause, in their video Track Walk of Laguna Seca make the same point. So we are three for three here.

Recently our pro coach Dion von Moltke <https://www.racecarcoaches.com/listing/charleston-sc-dion-von-moltke/> was out at WeatherTech Raceway Laguna Seca with a client in an Audi R8 GT3 car. One of the main areas they were focusing on was turn 2. Take a look at our driver's line through it and the coaching we gave him for the proper fast line! Leave a comment below telling us what corner you struggle the most with and we can do an in-depth 1-corner analysis for you! If you are looking to take your driving to the next level, take a look at our unique one lap analysis service...great for drivers who have felt like they have hit a plateau in their driving, anyone new to the sport, or for someone just looking to continue improving!!

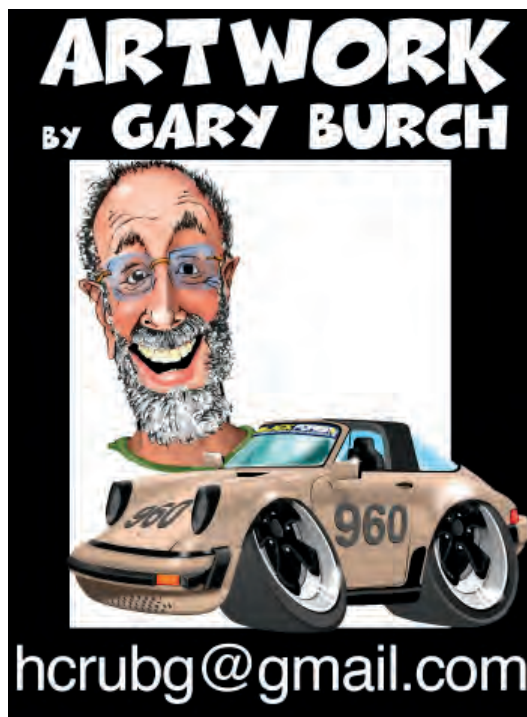
Skip Barber Video of Laguna Seca at Speed. (A must watch) https://www.youtube.com/watch?time_continue=54&v=Rr-NV3dVhkc This video "nails it." Trail braking spots are called out, starting with Turn 2. Note the recommended Turn 2 line, it's just as Dion von Moltke, Peter Krause, and Ross Bentley recommend. You should put this up on the big screen...so well done.

Driver Mike Fenn @ Mont Tremblant: APEX Pro On Board! 9/6/18 https://www.youtube.com/watch?time_continue=14&v=_IgHsKEdlsw 12:50 Ride along in a blisteringly quick E90 M3 at the technical and harrowing Circuit le Mont Tremblant in Quebec! WATCH THOSE GREEN LIGHTS!!

1:47.4 in a 991.1 GT3 at Sonoma Raceway <https://www.youtube.com/watch?v=OSIQANg4ZVg> 2:19 7/16/17 This guy is driving the ass off this car. Unfortunately, his APEX PRO is often hidden behind the steering wheel...but when you see the LEDs, lots of Green, using up that grip, on Bridgestone RE71R tires no less. Gott en Himmel!

In Memoriam

We lost two long time SDR members this summer, Roger Roberts and Vince Knauf. Both were very active members of the club and will be missed.





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Too Cool for School!

By Anastasia Berta, AutoCross Chief Driving Instructor

Porsche Club of America San Diego Region's Fall 2019 Performance Driving School (PDS) was a resounding success! The well-promoted event scheduled for October 4, 5 & 6 filled up quickly, resulting in a wait list. Due to several late cancellations, we were able to offer last-minute spots to three lucky wait-listed drivers. Our Fall 2019 class was composed of 42 men and women, driving various 911s, Boxsters, Caymans, Cayennes, Macans, and Panameras. Some were on their 3rd or 4th Porsches, while others had just purchased their first. We even had two 17-year-old high school students, Ana and Connor, both driving GT3s—what a valuable experience for new drivers! (Minors may participate in PDS with the written permission of both parents, after successfully passing an entrance interview with a Chief Driving Instructor.)

With a successful Spring PDS under our belts, 2019 Chief Driving Instructors (CDIs) Mike Brown, Ryan McClune, and I (Anastasia Berta) decided to make some changes. We'd already had a new PDS sponsor step up: Völlig Autowerks, owned by long-time PCA members Adam & Lana Gill. Adam had been CDI in the past, so he knew how valuable PDS is for Porsche owners, whether on their first Porsche or their fifth. He felt it was a perfect fit for his business, which provides Porsche maintenance, fabrication, suspension and

alignment work, as well as track prep, track support, and transport.

Friday evening's classroom session was held at Völlig Autowerks, with Dan Chambers' technical team on hand to inspect cars that hadn't already pre-teched at one of our PCA-SDR recognized garages. The spacious, immaculately clean facility was the perfect setting for 42 students, 3 CDIs, and a few dozen instructors, volunteers, and PCA-SDR board members. After a tasty Greek buffet provided by Völlig, we settled in for the Powerpoint presentation, newly updated by CDI Ryan McClune. The lively group asked excellent questions, and in spite of some seemingly inevitable "technical difficulties," we still concluded by 9PM so our students could get a good night's sleep for the big weekend ahead.

Saturday morning greeted us with cloudless blue skies and a slight Fall nip in the air—a picture-perfect day for performance driving. After a light, nutritious, delicious breakfast selected and served by Carmen Brown, and the all-important Drivers/Safety meeting, we were ready to drive!

Two water trucks had our four Skid Pads well-wetted in time for our 9 AM start. Students were sent to red, yellow, blue, or green skid pads, where they paired with instructors and took



turns driving the slippery wet ovals. (Wetting the pavement helps prevent excessive tire wear, and lets drivers experience certain driving principles at much lower speeds than would be required in dry conditions.) After a student felt comfortable driving around the oval at a pretty good clip, their instructor held the steering wheel at a set angle, instructed the student to cross their arms on their chests, and had the student move the car to the inside and outside of the oval using only the gas pedal, a principle called 'throttle steering,' which is based on centrifugal force. Each student had several opportunities to drive for minutes at a time, gaining valuable car control skills over the course of two hours.

After our lunch break, afternoon driving exercises began. Instead of the typical four exercises, we'd added a fifth, Pitch & Catch. In the past, this exercise was done in the morning skid pad session. We CDIs had noticed that not many students could successfully "pitch and catch" their cars, leading to frustration. We reasoned that giving students more time on the morning Skid Pad mastering basic car-handling skills might alleviate this problem. We also moved the exercise to a steep, off-camber corner of the parking lot to make the "Pitch" easier. Gauging by the whoops and hollers we heard when students successfully spun, then caught their Porsches, this approach was a wild success!

The Accident Avoidance exercise, also performed on wet pavement, taught students the value of driving around a sudden road hazard rather than braking to a stop, and also let them feel their Anti-Lock Braking System (ABS) kick in. Students also learned how to avoid initiating their ABS, a concept called "Threshold Braking."

In another change, we moved the Slalom to the bottom section of the parking lot, where we had enough room to set up an oval course with two slaloms, one loosely spaced, the other tighter. Students learned the importance of properly "setting up" turns in order to drive the slalom as smoothly and quickly as possible, as well as the principle of "back-ending" the slalom cones.

The Apex Exercise illustrated the concept of Early, Mid, and Late Apexes, including which approach was appropriate for different types of turns. Students also learned the three parts of every turn: Turn-In, Apex, and Track-Out.

Finally, the Dynamic put it all together with uphill and downhill off-camber "sweeper" turns on wet pavement, followed by regular slalom on downhill side, and offset slalom on uphill side, with continuous lapping on alternating courses. It gives students a taste of what autocross is like, and is many students' favorite exercise!



Völlig Autowerks trailer houses "Cupcake" while helping keep students' cars running



PDS second-timer Krishelle Marc-Aurele skillfully avoids cones

After an end-of-day tire check, our students went home for a good night's sleep.

Sunday morning was another perfect day, with slightly warmer temperatures. Our wonderful autocross team headed by Eric Marc-Aurele, Jerry Bumpus, and Scott Leslie, had an exciting course set up for us on the large SDCCU west parking lot, incorporating all the elements the students had learned about Friday and Saturday. Each student was paired with an instructor for the day, and enjoyed two lengthy sessions navigating their Porsches around the course. They also took a turn at corner working, which offered valuable learning opportunities as they watched other students drive the course.

Next, the students were encouraged to jump into instructors' passenger seats. After driving the course all day themselves, it was eye-opening to see how much faster and smoother the instructors drove the course—there were lots of “lightbulb moments!”

Our PDS sponsor, Adam Gil, had the Völlig trailer on hand all weekend, which allowed him to fix some mechanical problems and patch a few flat tires so students could continue driving. As a result, for the first time ever, 42 students started the weekend, and 42 finished, a result which delighted us all! At day's end, we held our Graduation Ceremony, congratulating each of our 42 students for successfully completing our school.

PCA-SDR typically conducts our Performance Driving School twice a year, in Spring and Fall. If you own a Porsche and haven't taken our PDS, you're missing out!

Dates for the Spring 2020 Performance Driving School will be published in Windblown Witness, and on the PCA-SDR calendar at <http://www.pcasdr.org/events/month/> as soon as they are available.

For more information, email cdiq@pcasdr.org 



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Membership Essentials, Trivia Night

By Lana Gill

As you may know, PCA-SDR always has a variety of events for our membership. In fact, in 2019 alone (and at the time of this publication), PCA-SDR has put on a staggering 75 events for our membership to enjoy. From tech sessions to concours, track events to social gatherings, there's a little something for everyone.

Our recent "New Member Happy Hour and Trivia Night" was great fun. Not only did we have an opportunity to meet and mingle with long-time members as well as new members, I feel like we learned a bit as well. Trying to come up with a trivia night to allow 80 people to participate was entertaining, to say the least. The rules were simple:

1. Teams of 7
2. At least 1 new member per team was required
3. Spouses/Partners/Significant Others were not allowed to be on the same team

The crowd had 6 minutes to find each other, come up with a team name and be ready for battle. The strategy was simple—there was none. If you thought having a Porsche trained technician would give you a competitive edge, you were wrong. The teams proved to have a vast array of knowledge when it came to all things Porsche. For example,

did you know that Jason McClure can tell you how many 911s the Porsche factory produces daily? Or that Christina Thibideaux can sing all the lyrics to Will Smith's "The Fresh Prince of Bel Air," and that there is a Porsche mentioned in the song? Many were surprised to learn that SDR has 16 members that have been involved with the club for 50+ years. It was an evening full of laughs, insight and a friendly competitive spirit. Kudos again to our winners, Team Oh-Nos, who made a thrilling comeback on the final question and was able to beat Team Cupcake by 1 point. A true nail-biter til the very end!

Another special shout out to the wonderful companies who helped contribute to our raffle and made the event a success: Brothers Signature Catering, Ballast Point, LogoWear, Elite Finish, Tarett Engineering, the PCA-SDR Autocross Chairs, and our host, Völlig Autowerks.

Have you had the opportunity to participate- or just not sure which event is best for you? 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 



View from the Back, Part II

Story by Steve Eisler

As you can see from the PCA-SDR STUDENT DRIVERS list it has been a busy 3 months for those of us who choose to exercise our cars closer to their full capabilities without risking our safety or the safety of others sharing our public highways. The PDS, which is an instruction only event, and the competitive AX and TT events, offer some unique opportunities to all PCA members. First is the opportunity to discover how little the average driver really knows about the art of driving. Second is the opportunity to learn the art of driving from a cadre of experienced, certified instructors whose patience and dedication to helping others is truly amazing. The third opportunity is to compare your abilities to drivers of similar cars in a remote setting, where there is somewhat limited contact with the outside world, and a great opportunity to forge relationships with people from varied backgrounds that have one similar interest. Many of these people have moved on to success in wheel-to-wheel club racing, others have dropped out of competition for a variety of reasons, while most of us continue to compete in AXs, TTs or both. Whether I am having a good weekend, improving my times and developing my car control, or a poor weekend with times below my best, I always know that I am learning more than the folks watching NFL games, or even watching NASCAR races on their home TVs.

I realize that all PCA members have many activities in their lives, but my hope in writing these articles is to encourage all of them to find time for one PDS, 2 or 3 AX's, or a Driver Education weekend, so that they can make our public roads safer for themselves and for all of us.

The August 4th AX had over 70 drivers competing on a course used previously in 2016. The 2016 course was more open, with a variety of gates and boxes as opposed to the fully coned 2019 version. The TTOD was 1:22.35 by Michael Chang in a 2010 Carrera S. The 2016 TTOD was 1:27.61 by Tom Tweed in a GT3. As I compare times, I recognize that the maps are the same but the course can never be set exactly the same. However, I still am amazed that the new times are always 5 to 7 seconds faster than the original. Obviously, the cars are newer, but I think the tire technology also plays a huge part in the lower times.

The September 15th AX was held in the smaller Southeast Stadium lot. The course was the same as one we had run earlier in the year, but we ran it in reverse direction. Due to the shorter track, we were scheduled to run the 6-run group schedule that meant just one corner working shift for each driver. Unfortunately, we had 12 last-minute dropouts, and were just barely able to man all of the corner working stations. As is always the case, many drivers volunteered to work an extra corner working shift or to

share an extra shift with another driver. One of the reasons that we are able to present safe, well-staffed and efficient events is that many of our drivers volunteer to spend their free time instructing new students, working extra shifts as starters and scanners, running the timing system, serving as CDI's, and managing the event as AX chairmen. When we get other registered drivers, or members that are not participating in the event, to volunteer some of their free time, it makes a more enjoyable event for all. It is the contributions of all members that make it possible for PCA-SDR to offer so many varied and exciting events.

We had DE/TT events in September (Willow Springs near Lancaster) and October (Chuckwalla, east of Indio). Each of these events featured 4 run groups. The Green group is made up of students signed up for the Driver Education program. They have special classroom instruction before taking to the track, and special on track exercise before they are allowed to drive at their own pace. They always must have an instructor on board and are not allowed any timing devices. This was the first year we have had a DE at Willow Springs, 'The Fastest Track in the West,' and it was very successful. Although the speeds were higher there are only 9 turns to learn, so the students had a successful learning experience.

The Red group is for the most experienced drivers, and they have unlimited passing, so it is very much like real racing. There is just no prize for finishing first in your session. The Orange group is for drivers almost as fast as the Red group. They are very skilled and have almost unlimited passing privileges. DE/TT Chair, Greg Phillips, does an excellent job of reporting on the activities of these two groups.

I try to highlight the activities of the Yellow group, comprised of students that have just moved up from the Green group but still need instructors, and other new or slower drivers that have not graduated to the Orange group. These are my TVFTB people!

Willow Springs is a high speed 'gut-check' track. From the exit of turn 5, through the uphill turn 6, the straight and turn 7 and 8, you are not supposed to brake until you approach turn 9. The drivers in the Red group stay full on the gas throughout this section of the track, and the best of them record times under 1:30. In the yellow group, the fastest time was 1:38.00 by Martin Schacht. On Saturday, I had my best run of 1:45.31 and placed 3rd in my class. In my last practice session on Sunday, I was determined to stay full throttle through turn 8. I believe I started my turn in a little too early, the rear end came out, and I was in a spin that I could not correct. I put both feet in and went

PCASDR Student Drivers - Aug-Oct

Autocross - 8/4

Matt Alcala
Matt Anderson
Marc Attinasi
Pelton Barnes
David Carson
Greg Erickson
Tara Gildersleeve
Tom Helvey
Thomas Kamman
Travis Olsen
Chamilka Perera
Nicholas Rodriguez
John Saroyan
Kristin Saroyan
Greg Steinbach

Autocross - 9/15

Tim Ascough
John Blenkle
Alexander Feliciano
James Maddocks
Sam Mayorga
Hieu Nguyen
Travis Olsen
Stacy Smith
Jan Zablan

Driver Education Willow Springs - 9/21-22

Ann Archibald
Tim Ascough
George Bollendorf
Joseph Bussing
Jennifer Elovitz
Tom Helvey
Chris Lerch
Will Mahoney
Travis Olsen
Tom Osborne
Nicholas Rodriguez
Dirk Wray

Chuckwalla - 10/12-13

Josh Curran
Dom Dias
Dian Diebel
Gisele Gonzalez
Steven Levenson
John Owens
Gerrit Osbourne
Dennis Penn
Tom Watson
Dirk Wray

along for the ride. Kathy was watching from the stands and reported two spins on the inside of the track and then a half spin back across the track. When the dust cleared, I waited for an opening in the traffic and went back to the hot pits to have the car checked. It looked OK, with no leaks or obvious damage, but I had left so much dirt on the track that the rest of the session had to be black flagged to clean up the mess. I felt bad about closing the session for the other yellow group drivers, but was happy to have pushed my limits and returned relatively unscathed. The timed runs were right after my spin, and I was about 4 seconds slower than my top time on Saturday. Overall it was a great weekend!

Chuckwalla is a 17-turn 2.68 mile track that we ran counter clockwise on October 12th and 13th. The best timed run was by Jae Lee, 1:54.24, and the top ten red group drivers were under 2:00. Instructors riding with students in the yellow group have been amazed at how fast some of the yellow group drivers are going. First year driver, Bryan Fraser was under 2:06 and was moved up to orange group on Sunday. He recorded a best time of 2:04.86 and placed

12th overall. We had 4 yellow group drivers, Sagar Dhanwan, Gill Brighenti, Chris Lerch, and Mark Huxhold, under 2:11, which made it exciting for some of us that are still lapping in the 2:20's and slower.

After my off-course excursion at Willow Springs, my goal was to stay on track, try to 'listen' to my car and develop a better feel for what the car was doing. I was using older tires on Saturday and was actually feeling the tires beginning to slide slightly in some of the corners. A puncture in the right front after session 4 forced a change to the newer set of tires, but one of the tires in that set was not seated correctly on the wheel, so I drove the rest of the weekend with a mismatched set of tires. I was able to notice that as soon as I went out with newer tires on the rear wheels, how much less slip there was in the corners. My times were about 4 seconds slower than I have done on this track before, but it was a great learning experience.

On a final note, I was pitted next to Tom Helvey, who has just started competing in AX and TT. He was a student in

Performance Driving School October 4-6

Dave Aberizk
John Blenkle
Chun-Po Chang
Brent Clough
Stephani Clough
Anna Czajkowski
Emidio DelConte
Dennis Dexter
Richard Drewery
Tim Duane
Bryan Fraser
Mike Girard
Keith Groves
Tom Helvey
Christopher Kane
Alfred Kerendian
Yoori Lee
Lauren Leung
Heinz Lui
Peter Loeb
Phil Lutz
James Maddocks (Sr.)
James Maddocks (Jr.)
Michael Magaw
Sylvester Maiapas
Krishelle Marc-Aurele
Bobby Mehrotra
Ryan Moore
Roselyn Morgan
Connor Newton
Gerrit Osbourne
John Owens
Carmen Richardson
Nicholas Rodriguez
Kyle Scott
James Setran
Micah Smith
Bryon Stopfer
Ronnie Stopfer
William Tracy
Elizabeth Wilbur
Yadao Ferdinand
Michael Zurich

the PDS, and, since he had only been to one other TT event, he had Bruce Wing as his instructor in the yellow group. Bruce is a former PCA-SDR board member, and has gone from TT's to Club Racing and also races vintage racing events in his Discount Tire Porsche. I listened to Bruce go through his check list with Tom before each session (tire pressure checked, lug nuts tight, etc.) and watched them debrief when they returned to the pit. It was inspiring to see how much time and effort Bruce was putting into helping this new driver, who he had never met before, learn the basics of driving the Chuckwalla track. The dedication and efforts of all of our instructors and volunteers is what makes this club and its events so enjoyable. After 36 years of membership without attending any events, Kathy and I are so happy that we finally saw the light and took advantage of some of the activities that PCA-SDR offers. We hope that those of you reading this edition of TVFTB will join us soon! 🦅



James Maddocks-Father and son
shared a Boxster



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Roselyn Morgan earns her certificate

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Each day contains the same curriculum, includes refreshments, and a boxed lunch.

- Hotel booking link will be available soon at:
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- Registration will open in early October.
- Contact: events@pca.org for additional information.



Membership

New Members

Debra Aberizk
San Diego, CA
2019 911 Carrera S Cabriolet

Henry Armstrong
San Diego, CA
2003 911 Carrera 996 Coupe

Robert Berman
Carlsbad, CA
2017 911 Carrera

Glenn Brigden
Encinitas, CA
2017 Macan GTS

Ulysses Carino
La Jolla, CA
2013 Cayenne SUV

Sidney Chang
San Diego, CA
2016 911 GT3 RS Coupe

Robert Clark
Cardiff, CA
1981 911 SC Targa

Stephani Clough & B. Brent Clough
La Jolla, CA
2017 Macan

Lawrence Crandall
La Jolla, CA
2018 911 Carrera T

Earle Curtice
La Jolla, CA
1998 Boxster Convertible

Elisa Danielson & Larry Danielson
San Diego, CA
2019 Macan

Elaine Darwin
Rancho Santa Fe, CA
2018 Panamera 4 E-Hybrid Executive
4-Door Sedan

Kris Dickinson
San Diego, CA
2015 911 GT3

Tom Dieckilman
Carlsbad, CA
2018 Macan

Marcelo Dos Santos
San Diego, CA
1976 912E

Keith Farthing
Ramona, CA
2000 Boxster

Ira Feinswog
La Jolla, CA
1986 911 Carrera Targa

Janelle Freiman
La Jolla, CA
2012 911 Carrera S Cabriolet

Grace Furman
Encinitas, CA
2016 911 Carrera GTS Cabriolet

Nathan Geis
San Diego, CA
2009 Boxster Convertible

Sean Giles
San Diego, CA
2009 Cayenne GTS

Jeff Hall
San Diego, CA
2012 911 Carrera S

Jarrold Hammes
San Diego, CA
2015 Cayman

Jeremy Harper
San Marcos, CA
2017 Macan GTS

Tom Helvey
San Diego, CA
2004 Boxster S Convertible

Keith Henderson
San Diego, CA
2018 911 GT3 Coupe

James Heppell
San Diego, CA
2019 718 Cayman S

James Hill
Carlsbad, CA
1987 911 Carrera Targa

Yong Kwon
San Diego, CA
2018 911 Carrera GTS Coupe

Daniel Lee
San Diego, CA
2000 911 Carrera

Yoori Lee
San Diego, CA
2011 Panamera Sedan

Lauren Leung
San Diego, CA
1999 911 Carrera

Phil Luts
Escondido, CA
2017 911 Carrera

Marcelo Mascarenhas Kertesz
Encinitas, CA
2017 911 Carrera

Pete Million
San Marcos, CA
2005 911 Carrera 4S

Gaylon Neustel & Jeanine Hart
Rancho Santa Fe, CA
2018 911 Targa 4 GTS

Ian Novel
San Diego, CA
2019 718 Cayman Coupe

Brent Ozar
San Diego, CA
2019 911 Targa 4

Preston Parrett
San Marcos, CA
2007 Cayman S Coupe

Colby Peck
San Diego, CA
2011 911 Carrera S

Jed Pineda
San Diego, CA
1992 911 Carrera 2

Marty Poirier
San Diego, CA
2018 911 GT3

Ralph Raya
San Diego, CA
2000 911 Carrera Cabriolet

James Ribicic
Santee, CA
2008 Cayman Coupe

Toby Rogers & Bill Rogers
San Diego, CA
1965 356

Scott Shaver
San Diego, CA
1988 924S

David Solymanbeyk
San Diego, CA
2005 911 Carrera S

Peter Tadlock
San Diego, CA
2019 Macan S

Dane Tiemeier
San Diego, CA
2006 911 Carrera Coupe

Paul Volkman
Coronado, CA
1999 911 Carrera

James Ward
San Diego, CA
2016 Cayman GT4

Sam Weisman
Coronado, CA
2019 Cayenne E-Hybrid SUV

Christopher Wiechert
San Diego, CA
2016 Cayman GT4 Coupe

Elizabeth Wilbur
San Diego, CA
2018 Macan GTS SUV

David Yi
San Diego, CA
2018 Macan

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Thirty Years

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Charles Kim Jr.
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