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The official publication of the San Diego Region Porsche Club of America  
February 2020



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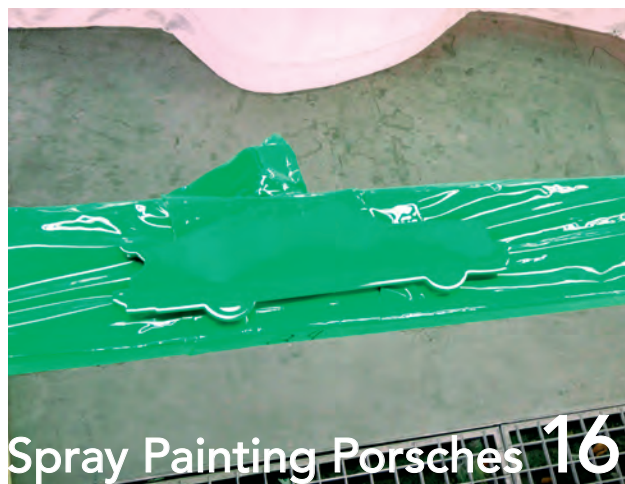


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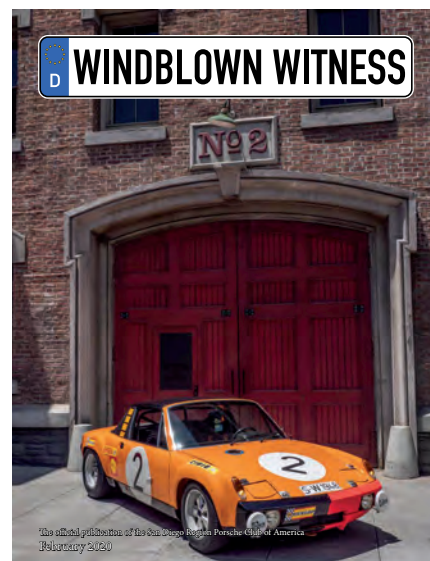


Photo by Eric Hanauer, a 914-6 at Luftgekühlt 6. See his article on page 20.



# WINDBLOWN WITNESS

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# From the President

Keith Verlaque  
SDR President

The current buzz in PCA is all about National Porsche Parade (June 21–27), which will be in La Quinta, CA. Members can sign up for it on [www.porscheparade.org](http://www.porscheparade.org) anytime after 9AM on Jan 28th. If you've never been to a PCA Parade you really should give it a try. There are many things to enjoy, both competitive and non-competitive, and there will be literally hundreds of people participating in all sorts of events with their Porsches. Consider it a weeklong party with Porsches.

SDR had an amazing Porsche Prom at the fabulous US Grant Hotel downtown, celebrating a great 2019 and welcoming the new 2020 board, and I think all who attended had a great time. Thanks again to Victoria Varon and her social team for organizing a terrific evening.

Coming up in February we have a Tech Session at Porsche San Diego that will offer a chance to get a close look at the new electric Porsche Taycan (see the web calendar for Sat. the 15th). Keep an eye out for upcoming Tech Sessions, as Tech Session chair Julie Ngo has some great ideas up her sleeve.

For those who drove competitively in Autocross or Time Trial events throughout 2019, the Drivers Awards Party is at Veloce Motors in Miramar on Sat., Feb. 8th. The Drivers Education and Time Trail series continues with a track weekend at the Streets of Willow on Sat./Sun., Feb. 22-23.

Our Porsches and SDR informal get-togethers are gaining momentum with numbers growing and many members with interesting Porsches showing up at Jessie's Bake shop in Carmel Mountain—home of some of the best pastries known to man, woman or child! This is an informal event on the last Sunday of every month from 8:00–10:00 providing the opportunity to explore pistachio macaroons, éclairs, strudels, profiteroles, turnovers and cookies and...oh yes, Porsches.

If you would like to try a different evening from your norm, come along to the monthly Last Tuesday Socials (LTS) on Tue., Feb 25th, meet other members and try some restaurants that might not be a part of your usual list. No RSVP is required, just show up and join the gang.

The monthly Autocross series at SDCCU Stadium on Friars Road has another event to round out the month on Sat., Feb 29th. Autocrosses offer members an opportunity to improve their driving skills in their Porsche with the guidance of an

SDR instructor by their side.

If you have ever thought you might like to take your Porsche on a weeklong driving tour with a fun group of people in their Porsches through the National Parks of Arizona and Utah, consider participating in the "Porsches and Parks" Tour. The tour includes visiting the Grand Canyon, Sedona, Canyonlands National Park, Arches National Park and Zion National Park. It is scheduled for the last full week of May on the website calendar on Sat., May 23rd. This sounds like the drive of a lifetime and is filling up FAST.

I work with a chap who had been saying for years he was going to buy a Boxster, well...he eventually bought an Audi TT—don't get me wrong, that is a nice car, but...after he had asked me several times if I wanted to go on a back-country drive with him, and for the fourth time I told him I was doing something with PCA that weekend...it dawned on me. In his life there is just him and his car. He has nobody to enjoy his car with. You on the other hand, as an SDR member, have one heck of a support group on hand, with as active a team as you could ever hope for. Give 'em a try!!

Thanks are due to the SDR Communications team who consistently make sure full information on all available SDR events gets out to our membership (check your e-mail).

For all SDR events, please see our region website calendar on [www.pcasdr.org](http://www.pcasdr.org)

If any SDR member would like to give feedback on a San Diego Region issue to only the SDR Region President (or you have a suggestion for a club event), please e-mail me at [feedback@pcasdr.org](mailto:feedback@pcasdr.org) and your issue will be addressed. If you so request, you will remain anonymous.

I hope to see you at an SDR event and when you arrive, please be sure to introduce yourself.

Keith Verlaque.

Who are we? ..... WE are SDR !!



### 37th Annual Porsche & Vintage VW Literature & Model Meet Weekend

The World's largest Porsche literature meet is set to take place in the LAX Hilton on Saturday, February 29th, 2020. The event location is the ballrooms of the LAX Hilton hotel starting at 7AM and ending at approximately 1PM. Get there early for the good stuff!

If you are looking for or are otherwise interested in getting Porsche factory literature (posters, brochures, models and a host of other memorabilia) for your model of Porsche, then this is the event to find those hard to locate pieces. The event is organized by Stoddard NLA, (check it out at [lalitandtoyshow.com](http://lalitandtoyshow.com)).

All Porsche model literature will be covered from 1948 through the present day. The address of the hotel is: 5711 W Century Blvd., Los Angeles, CA 90045

Following the Literature Meet, on Sunday March 1st, 2020, is the annual All-Porsche Parts Swap Meet, which takes place at the Phoenix Club, 1340 S. Sanderson, Anaheim, CA 92806 from 8AM – 2PM.

This swap meet is for both literature and parts for all Porsche cars, but the largest single car represented will be the 356 models. Well worth attending for those seeking old used parts. Again, get there early!

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

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# November 2019 Board Meeting

PCA-SDR 2019 Board of Directors Meeting 11/6/2019

Host: Powell Home

8373 Sugarman Dr, La Jolla

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

Call to Order: 19:01

President (Victoria): NOTE, Board meeting location has changed to Porsche Carlsbad.

\$450 Board Meeting Dinner budget (m-Mike Miller/s-Ulrick Matsunaga/ a-Unanimous).

Classifieds on the website (currently 3rd party hosted), needs to be addressed—discussing with current website designer.

January Board meeting is on New Years Day; 2020 Board should re-schedule, will be managed by 2020 board discussion during December meeting.

Website redesign update: finished the mobile work, cleaned up the CSS and page structures, removed outdated plugins and code. Now in the process of building the new layout for pages and cleaning up the homepage. Then will create the new sponsor page and allow time for full site review/updates.

Volunteer Dinner 11/9 all set. 70 volunteers RSVP'd. Fruit Craft.

Prom @ US Grant, ticket prices at \$75/pp, on sale now. January 11. Theme is Great Gatsby.

Secretary (Jeni): Approve October Meeting minutes (m-Victoria Varon/s- Ulrick Matsunaga / a-Unanimous). Goodie Store Update – Introduce Doug and Rhonda from Logo Wear Co. Please fill out survey and check out their website and give feedback.

Treasurer (Gisele): Present Treasurer's Report –good position, no major changes from last month.

AX (Eric Marc-Aurele/Jerry Bumpus/Scott Leslie/Mark Curran): . October 27th budget reconciliation AX: 70 drivers. Anticipate AX coupons from volunteer dinner and PDS will create deficit for next AX – but taken care of from PDS budget.

Bill Behun has agreed to chair with Jerry next year.

Budget request for Timing Equipment, request to approve a budget not to exceed \$2,500 for a new timing laptop, scanner and timing cabling, and refurbishment of the timing lights. Margie Smith-Haas – sponsorship money if possible (m-Mike Miller, s- Mike McGowan, a-Unanimous)

Approval of the proposed AX and PDS dates for first half of 2020: 1/4/20 West Lot; 2/29/20 SE Lot; 3/29/20 West Lot; 4/5/20 West Lot; 5/3/20 West Lot; 6/6/20-6/7/20 West Lot; 6/28/20 West Lot (m- Mike McGowan /s- Mike Miller / a-Unanimous). Due to events and stadium status – it is possible that these are the last AX at SDCCU, will know more as 2020 begins. There's a great deal of moving parts, entities and red tape. Mark Curran feels that this is our last year there. Asked about alternative locations – no options in San Diego, except possibly future police training facility in Otay.

Final notes from the outgoing AX Chair Eric:

AX chair needs to be added to Rally@pcasdr.org distribution list.

55 driver minimum should continue for cancellation cutoff. Run group organization needs additional work.

7-10 non-club members each AX (SCCA, BMW) – recommend either further recruitment or allow these X class to continue for AX efficiency.

New apparel needed.

Tech team is in sore need of additional volunteers. Keith has talked to Dan Chambers to put together a tech school so you can learn how to tech a car (for life, not just AX, but designed to help expand the team)

Concours/Club Race (Tom Brown) Concours reconciliation. Thank you to sponsors for breaking near-even in our cost. 36 registered concours cars, >300 porsches at Spanish Landing. Full concours 8 cars – largest for the year across the Zone.

Discuss cancelled club race @ Buttonwillow – historically club races are problematic. 9 days prior to event 13 drivers, discussed with national club chair – was best to cancel due to extra expenditures of club race. Confluence of multiple racing events in San Diego – 4 driving weekend events in the various regions in CA was likely reason for low attendance, however with historically low attendance, need to consider whether continuing to support club



racing. From the racers in attendance – request that budget be reanalyzed before cancellation considered. 2020 Club Race chair will take up further action with club racing participants.

La Jolla Concours (Katie Kinninger/John Bell): April 17-19, 2020, for the La Jolla Concours, early registration is open. Plans for advertising and early sign-ups!

Tours (Keith Verlaque): Starting at Porsche Carlsbad 11/17 – 2 tour groups to accommodate high attendance. Rick Richardson - received a call from a member with a house at the tour destination who requested the board authorize some club funds to assist them with costs if they were to open their home to all tour participants and provide dessert/soft drinks –board willing to authorize not to exceed \$300 for these refreshments. (m- Mike Miller /s-Mike McGowan/ a-Unanimous)

CDI's (Mike Brown): Increase in PDS registration 41 drivers; Proposing raising admission to \$595 to improve profits for the club. Expression of appreciation (suggestion from CDI board - gift certificates, \$50 or AX coupons) for Instructors due to difficulty to keep attendance. Corner workers were also low. Request for considering postponement of decision to 2020 board for discussion

and consideration – in support of this to come with further solutions to encourage participation.

Membership (Lana Gill/Adam Gill): Membership Report. Last New Member Event is coinciding with the Movie Night. We are comping 1 ticket for any New Member that has joined the club in the last three months. At time of Board Meeting, we already have 3 new members signed up to attend.

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

LTS – attendance still great! 34 people.

11/21 - Movie Night location change – Angelika in Carmel Mountain.


New Business: (Everyone)

Announcements:

Upcoming Board meeting dates/locations:

December 4 – Porsche Carlsbad

Thank you to the Powell's for hosting!

Adjournment: 20:29 

# December 2019 Board Meeting

Minutes: PCA-SDR 2020 Board Meeting December 4, 2019

Host: Porsche Carlsbad

6800 Avenida Encinas, Carlsbad, CA 92011

Attending: 2020 Board Members: Keith Verlaque, Gisele Gonzalez, Mike Miller, Tom Brown, Ulrick Matsunaga, Advisor: Victoria Varon. Not Attending: John Straub, Mike McGowan

Call to Order: 19:35

President (KV): Comment re: 2020 board met informally in November to review 2020 budget and various other issues - NO DECISIONS MADE. Issues added on agenda. Nov 2019 Z8 Pres summary.

November 2019 meeting summary:

- PCA National would like for local PCA regions to

work with local dealers as much as possible.

- A new PCA National web site is due out soon, it will link regional web sites.
- April 25 and 26, 2020: California Festival of Speed. Need 400 volunteers.
- Zone 8 Banquet, Hilton Long Beach.

Secretary (Miller): No prior Board Meeting minutes to approve, as this is the 2020 Board's first meeting.

Treasurer (Gisele): At a future 2020 board meeting the Board will review the 2019 budget and establish a 2020 budget. Budgets have been received from Membership and TT/DE so far.

1) (Board): 2020 board Approving Presidential Choices for 2020 Chairs:

# December 2019 Board Meeting

Comments:

GG:

- Driving and Membership teams have submitted budgets.
- GG will compare budgets to actual income/expenses.
- GG will obtain Chair feedback re budgets and present to Board in future.

KV:

- A calendar keeper is needed: Ulrick volunteered, accepted by KV.
  - Motion to accept Chairs as per the table file generated by KV. Voted and approved.
- 2) (Board): Re: Changing the board meetings to the first Tuesday of the month for 2020:
- Proposal to change Board meeting dates to the 1st Tuesday of each month. Voted and approved. Begins Jan 2020.
  - Monthly communications emails are planned to be sent out by KV for upcoming events.
- 3) (Board): 2020 Board meeting tentative locations:
- |       |  |
|-------|--|
| Jan-7 | Verlaque/McGowan home                            |
| Feb-4 | Varon's home                                     |
| Mar-3 | Mike Brown home (Santee)                         |
| Apr-7 | 4 Seasons C'bad (tentative) VV will investigate. |
| May-5 | (Possibly) the Vault, La Jolla                   |
| Jun-2 | Miller/Gengler Home                              |
| Jul-7 | Tom/Susan Brown Home                             |

Porsche of San Diego's Mike Zurich has volunteered (El Cajon)

- 4) Sponsorship (Keith): 2020 Program status report (postpone to Jan)
- 5) (Board): Policy for addressing requests for vendor recommendations
- Board members will not provide specific recommendations for inquiries about what vendors to use.
- 6) Charity (Carmen): We may decide to add "Christmas in July" Children's Hospital event.
- Xmas in July possibly. Will be explored by VV.
- 7) Social (Genette): VV Update on upcoming events Feb 8 Driver Awards.
- VV proposed Porsche & Pours Jan. 19th at a Vista winery.
  - Porsche & Parks: VV will have a budget by January Board meeting.
  - Tom Brown proposed a wine tour possibility. However, not certain if can schedule such a large event in light of the many other events the club has on calendar.
- 8) Off-Road Tours (Garrett): VV and Jerry B. presented for Garrett. Requests January 11.
- Per VV, January 25th was also proposed by Garrett for off-road event. Voted and approved the January 25th date.
  - Jerry Bumpus will investigate having the club host monthly off-road tours.
- Misc.: Ulrick will keep club calendar. Martha McGowan will update the club web calendar.

New Business: (Everyone) – None.

Announcements: Thank you to Porsche Carlsbad (Glenn Anderson) for hosting!

Adjournment: Adjourned at 20:40



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# January 2020 Board Meeting

Minutes: Board of Directors Meeting 01/07/2020

Host: Keith Verlaque / Martha McGowan

Attending: 2020 Jan Board Members: Keith Verlaque, Tom Brown, Gisele Gonzalez, Mike Miller, Mike McGowan, Ulrick Matsunaga, John Straub, Victoria Varon. Not Attending: None

Call to Order: 19:08

President (Keith):

Intent of 2020 Board of Directors is to be actively engaged with all event groups and to provide advice with a direct line to the BoD via board members getting involved with every committee. Goal is for event committees to not just repeat usual events but to expand and improve.

Function of Board meetings: The event chairs and committees encouraged to try new and improved events and actually run the region events – the board of directors will be advocates campaigning to help events improve and authorizing ideas. Committees will research and bring proposals to meetings for the board to vote. Board meetings are not for debates, etc. Suggest bringing not only a quote for an event, but also think potential improvements (ex: “WE ARE SDR” stickers).

Each event committee shall identify their event chair who will make proposals to the Board, and will notify the alias list manager Martha McGowan of all committee members/volunteers contact data.

NOTE: All events (SDR hosted or otherwise) must be approved/sanctioned by the board.

Calendar (via Ulrick M) and the communications team – Witness, Calendar, e-meister, e-media:

- Be certain to check the calendar when scheduling new events to prevent conflicts.
- Porsche Parade 2020 is in La Quinta. Registration opens January 28, 2020.
- We would like a large and visible PCA-SDR presence.
- Anything to be posted on calendar needs to be submitted to Martha McGowan.

Secretary: (Mike Miller): December meeting voted and approved by Board.

Treasurer: (Gisele G): Present Treasurer’s Report.

- Club’s current financial status is greater than the

prior year.

- Sponsorship and PDS were significant revenue contributors in 2019.

La Jolla Car Classic Update: (John B)

- Update - Event date is April 18, 2020
- Grant was applied for to receive \$250 from PCA National to establish a dedicated hospitality booth.

Social (Victoria): Recap of past events, update on upcoming events. Drivers Awards Dinner, Porsche Prom, Porsches and Pours, etc.

- Cars & SDR event was well-attended.

- Upcoming events:

- o Porsche Prom January 11th.
- o Porsche & Pours: 52 are signed up. 60 is maximum.
- o Porsches & Parks: Scheduled for May 23 – May 31, 2020. Prescott, Sedona, Las Vegas, and other stops on the tour. \$2,999/couple; \$2,775/one person. 25 to 30 couples. Date and cost submitted by Victoria. Voted and approved by Board.

Autocross (Bill B/Jerry B): Reconciliation for Jan. 4th AX will be submitted with budget for Feb. 29 at February Board meeting.

TT-DE (Steve G): Plan to “Incentivize” Instructors at Big tracks.

- Discussed several tentative options to increase the numbers of instructors. Any financial incentives require Board approval.

- Motion by Giselle to grant \$45 discount for instructors that instruct at the DE event, and no charge to those instructors for the Time Trial timed runs (the current charge for timed runs is \$25).

- (Angela A.): Driver’s Award dinner to be at The Vault. 70 have signed up to date.

AX Timing

- Tom Brown has acquired and is setting up a new timing laptop computer.

Tech Session (Ulrick): Request Sanctioning Feb 15th for a Tech Session event. Topic to be determined. Voted and approved by Board.

# January Board Meeting, cont.

Membership (Lana Gill): Prime 1786, Affiliate 1018, Total 2804, renew 99, non-Renew 31, +5 from last month

Witness: (Susan B): Next issue Feb 1st Publish deadline 15th Jan. PLEASE HELP WITH CONTENT!!

Rally (Keith V. for Eric M-A): Brain Teaser Rally coming soon.

- Test drivers requested.
- Visual puzzles and other gimmicks will be used for drivers to navigate the route.

Driving Tours (Rick R.): Requested March 15th and May 17th, 2020 for tours. Voted and approved by Board.

Forum/Web Team (Steve G): A classified section has been added to the web forum.

New Business:

- Porsche of San Diego's Caffeine & Gasoline event will be placed on club calendar and endorsed to PCA-SDR members.

Announcements: None

Adjournment: 21:30

Next meeting:

Date: Tuesday Feb 4th Location: Varon Residence, 5859 Ranch View Rd, Oceanside CA 92057



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January 25-26 Chuckwalla Valley Raceway TT/DE CW  
February 22-23 Streets of Willow (WSIR) TT/DE CW  
April 11-12 Chuckwalla Valley Raceway DE/Instructor Training  
April 25-26 CFOS (Auto Club Speedway) TT/CR CW  
May 30-31 Big Willow (WSIR) TT/DE CW

September 19-20 Big Willow (WSIR) TT/DE CW Double Points  
October 17-18 Chuckwalla Valley Raceway CW Double Points  
November 7-8 Buttonwillow Raceway Park CW Double Points



# 2020 SDR Track Dates

# Spray Painting a Porsche

*Article by Keith Verlaque*

When I think back to the first time I spray painted a car (it was a Porsche 911), I remember how much care and attention I paid to getting the paint as close to even all over the whole thing. I remember trying really hard to ensure that the front fenders were the same as the rear and that there were no runs in the paint – anywhere.

I had never actually sprayed a whole car before and, realistically, I think about as much paint went on the car as there was blowing by it and being wasted. The end result was very satisfying and looked remarkably good to my eyes, but despite his upbeat attitude, the professional painter who came and checked my work was not impressed.

So why was a professional painter judging my first ever attempt at spray-painting a Porsche you ask? Well, because it was only three days ago in a down-draught paint booth at Philip Thearle's Autowerks in Santee, and the Porsche I got to spray paint ... was about 7 inches long.

So how did I get to use a professional spray gun – in a professional spray booth – with help from a master painter? Because I attended a PCA-SDR Tech Session organized by Julie Ngo (our remarkable Tech Session chair) and hosted by the straight-shooting, down-to-earth, no-messing-about Phil Thearle Junior (with guidance from Phil "tell-it-like-it-is" Thearle Senior) and their team of specialists at their facility on Mission Gorge Road Santee—including their daughter Kristin who really is the brains (and the beauty) behind the operation.

The facility really is quite remarkable, from the open plan reception area to the large workshop, with different areas where separate processes such as tear down, repair, paint, reassembly and final finishing all happen.

Unlike most collision repair shops you may think of, it is clean and tidy and set up to handle multiple vehicles independently, with each car in its own space with its own new parts on a rack nearby making everything readily accessible. As one of the first body and paint shops in San Diego County to be Officially Porsche Certified, they work very hard to ensure that each vehicle is fixed correctly to original manufacturer's specifications - for example, by only using genuine factory O.E.M. parts on your Porsche and in many cases using the same procedures when repairing your car as Porsche uses at their factory when building the car new.

When we arrived, we were greeted by Alicia and asked to sign both the PCA waiver (standard work) and also a Thearle's specific waiver and then asked to pick a card from a bag. Each card was numbered and this determined which group we would be in later and what color Porsche we would get to paint.

Phil Junior then gave a brief welcome speech and told us all a little about the company, what they do, and how long they have been doing it. We were told that this was going to be a hands-on Tech Session and not just a "stand around and listen to a sales pitch" as can often be the case at some shop tours. Shop Manager Perry A then gave us a safety talk

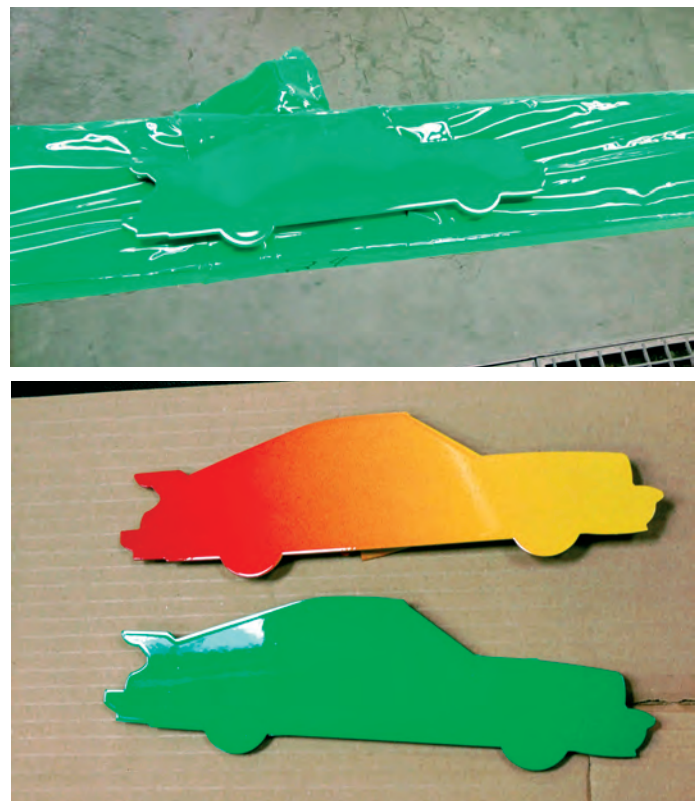


Our hosts, Phil Thearle Senior and Junior





Keith Verlaque taking a breather



and explained that we would all be required to wear one piece zip-up coveralls (hoodie included), slip on shoe covers, safety glasses, rubber gloves and individual respirator masks to ensure we didn't breathe any of the paint we would be applying. So we all put on our special safety equipment and waddled though the shop like a gaggle of enthusiastic bio-hazard protected chickens being led to an imaginary giant feeding trough.

We saw several interesting cars in various stages of repair including a 2019 Porsche Cayenne which incidentally is made entirely of high strength aluminium (British spelling) and as a result – is extremely difficult to weld, thus it is assembled using rivets and adhesive. This is the same technique used on modern aircraft for ease of manufacture, which yields incredible strength and is extremely lightweight. More about repairing the high tech Cayenne later.

We were taken to the specialized down-draught paint booths – designed to minimize airborne particulates and thus ensure that no dust could get onto the finished paint. Perry A explained that we would each be given a small aluminium (sp) blank, which had been laser cut to the shape of a Porsche and had already been cleaned so as to be ready for immediate spraying. We were then told that today for ease of use, we would be using a single part paint unlike the multiple part paints used on full size cars which utilize a primer coat, base coat, color coat and finishing clear coats, etc.

Once divided into groups, our Zen paint-masters showed us how to hold and paint with a professional paint gun and we each got to paint our own Porsche-shaped blank with the first coat and then we returned to the front of the shop for breakfast while that coat dried.


Although nobody actually verbalized it, I'm pretty sure I could tell from their safety glass protected eyes and their envious glances that almost everybody thought my Porsche blank looked the best!

After breakfast we went back into the paint booths to apply the final coat to each of our cars and then we were turned loose to look around the rest of the shop. A group of us gathered around the partially torn down 2019 Cayenne that was on a Cellete repair bench which belongs to Thearle's and enables them to repair and assemble numerous cars to their original factory specification - only requiring the shop to rent the specialized tooling inserts for each vehicle. It was remarkable to see the specialized equipment required to repair the damaged Cayenne and it was explained that in order to receive factory approval from Porsche the technicians were required to be trained, to have specific Porsche tooling on hand and to demonstrate their knowledge and understanding of many different Porsche vehicles.

We were also shown examples of color correction and how much improvement it can make to what looked like a pretty good paint job until you saw the "after" paint correction component.

Both Phil's (Senior and Junior) talked about various insurance companies and which are the easiest and the most difficult to work with. In each case Phil Thearle's shop has such a good reputation that they are approved by the majority of major insurers and will often "go-to-bat" for their customer and wrestle with the insurance companies on the customer's behalf.

Heaven forbid that your Porsche should ever need to be repaired, but, if it did, it would definitely feel properly cared for if it were repaired at Philip Thearle's Autowerks where they really do strive for perfection and will do the job the right way and in Phil Jr's own words "we will never lie to you."

All in all I think everyone who attended the Tech Session had a really great time and learned a great deal including what a high integrity, perfectionist shop Phil Thearle's Autowerks really is. Huge thanks are due to the Thearle family and all their team at their Santee facility for welcoming and continuing to support PCA-SDR. 





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Most of us know that Luftgekühlt means “air cooled” in German. Pronouncing it is another matter. It’s about that umlaut. Just purse your lips as though you were going to say the letter o, but try to say ee. Let’s try it: LOOFT ge kühlt. That wasn’t hard, was it?

Luftgekühlt is an annual celebration of air cooled Porsches, held in the Los Angeles area for the past six years, and additionally in Europe. It’s the invention of Patrick Long, Porsche’s only American factory racing driver, and Howie Idelson, a California based marketing specialist and creative director. This year, Jeff Zwart also joined the team. He’s best known as the director of Porsche’s video commercials, and as a Pike’s Peak hill-climb winner—in Porsches, of course.

Their goal is to display a curated, eclectic collection of Porsches of all vintages, from 1948 when the first 356 was hand built, through 1998 when the last 993 rolled off the assembly line into Jerry Seinfeld’s collection. To air-cooled cognoscenti, if it pumps water, it’s not a true Porsche. Luftgekühlt is held in a different, unique setting each year, displaying the personality and diversity of the cars. From humble beginnings in a parking lot in 2014, it has evolved into a Porsche extravaganza. Previous venues have included the Port of Los Angeles, Gannahl Lumber in Torrance, and last year the backlot of Universal Studios in Hollywood.



917K in Gulf Livery



Quoted on the Pirelli website, Long explained, “I started looking for events to attend and hang out with fellow vintage enthusiasts....But I found it challenging to become engaged with the existing events. I also struggled to get my wife or friends to accompany me as most shows were too auto-centric, often taking place in remote parking lots at 6AM.

“At the same time, many of my peers were fascinated by the beauty and purity of classic Porsches and always had a lot of questions about the scene. After attending car events all my life, I figured why not combine these three points — enthusiasm, style and purity— to create a unique show that celebrated the early cars.”  
<https://www.pirelli.com/global/en-ww/road/patrick-long-and-luftgekuehlt-where-car-passion-meets-art>

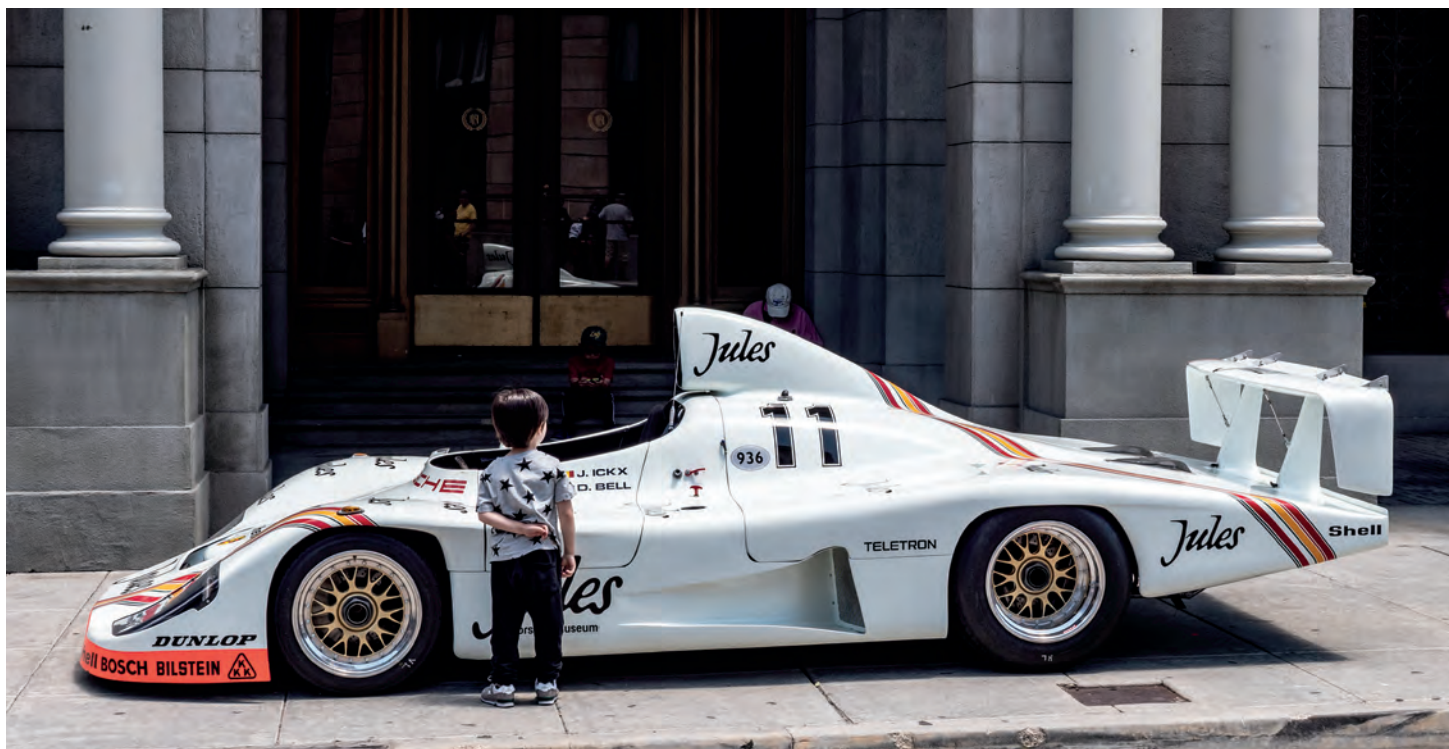


### Three singers greet visitors to Main Street

Due to the heavy demand for tickets, sales begin only a couple of months before the event. It's announced exclusively on the Luftgekühlt website, <https://luftgekuehlt.com>. Only the date is announced initially; the venue isn't revealed until about two weeks prior. If you wish to enter your car, you must send photos along with a brief description and history. Last year only 244 cars were chosen; far more were rejected. Cars aren't necessarily chosen on the basis of concours points or collectability. There were some patina-clad outlaws, some highly modified versions, and of course some one-of-a-kind historic gems.

I ordered my tickets the day they went on sale. As the date drew closer, Porsche online discussion groups were rife with plaintive appeals from those who had procrastinated too long.

Upon arrival at Universal Studios we were directed to a parking garage, then into a long line that snaked around the block. It moved fairly rapidly, ending on a bus that dropped us off at the back lot. Regular visitors to Universal Studios only get to tour the back lot on a bus, but here we were, on foot, wandering the sidewalks of New York, a sleepy Mexican village, an old west town, and Marty McFly's Main Street.



This 936 was a Le Mans winner

Everywhere there were Porsches of various vintages and histories.

Some were rare classics, some pampered garage queens, and a few rusty relics had seen happier days. Visitors of all ages, ethnicities, and degrees of knowledge of the marque filled the streets. It was great to see so many new initiates into the Porsche mystique. Food and comfort stations were strategically placed throughout the back lot. Some of the buildings were just free standing walls, others were sound stages disguised as part of the scenery. There was no organized program, just opportunities to wander and explore the backdrop and the cars.

It was clear that plenty of thought went into the placement of the cars. Dusty off roaders were parked in the Mexican village. 914s had their own corral celebrating their 50th anniversary. Brown Bunny, a 1961 356 rat rod, sported a police badge on its door. Naturally it was parked in front of the old west sheriff's office.

Perhaps the oddest car was a 76 Carrera outfitted with skis on the front and track treads on the rear. A legend among legends, a 917 in Gulf livery was in front of the

movie theater on Main Street. Bruce Canepa patiently explained the modifications he made on his legendary 959. A 914-6 that finished third in the 1970 Marathon de la Route at the Nürburgring, sporting number 2, was parked in front of fire station #2. Of course.

We caught a youngster, about 5 years old, admiring the 936 that won Le Mans, driven by Jacky Ickx and Derrek Bell. Is he imaging himself at the wheel someday, or perhaps exhibiting his own air-cooled Porsche at Luftgekühlt 25?

Every year, Luftgekühlt becomes bigger and more impressive. Now that Long has taken it on the road, it's become international. Look for the 7th edition coming somewhere n the east coast next spring. And order your tickets early. 🦅





914s in front of a wall commemorating Universal's horror movies



Porsche Targa snowmobile

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If you have questions please contact John Bell at [belljn@aol.com](mailto:belljn@aol.com) or  
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# Your First Big Track (DE) Experience

*Article by Mike Miller*

Many of you may have seen the movie Ford v Ferrari and wondered what it is like to drive on a track. Wonder no more! You can experience the thrill first-hand, in your own car, through our club's fantastic Driver's Education (DE) program. Many of the scenes were filmed at two of our local tracks, Big Willow and Auto Club Speedway, tracks that our club holds DE events at several times per year. In fact, two of our club members were even in the movie!

DE events are not "racing" events, but you will be driving your own car on local tracks at high speeds with other cars on the track, with an instructor in the car with you at all times. This will continue until you have attended enough events and achieved sufficient mastery of your car and track safety that you are "signed off" by our DE team and permitted to drive solo. All of our instructors have extensive track experience. There are no fees charged to any student for instructors; instructors who impart to you their years of dedication to this sport are a valuable resource that our club provides to our members. At your first few DE events, expect to start off relatively slowly, with speeds building as your mastery increases. You will never be pushed to exceed your skill or comfort level.

One of the first common questions is often "Is it safe?" As with all of our events, safety is our club's top priority for

participants and their vehicles. Prior to the event your car will be inspected for general safety issues (there is a form on PCA-SDR's web site for this inspection). You will attend several safety meetings, and a detailed information packet with event-specific information will be provided to each participant in advance of the event. Many would consider track driving during a DE event to be safer than spirited street driving. At DE events the driving conditions are highly controlled, with no worry about variables such as dogs, distracted drivers on cell phones, potholes, bicyclists, Prius's, or other common road hazards.

DE events typically span two days, Saturday and Sunday. For your first DE you will attend a briefing meeting on Friday evening, generally held at the event's "preferred" hotel. The briefing will address many of the items in the information packet (read it in advance!), and will help prepare new students for what to expect. Saturday morning, after another safety and briefing meeting, novice students will be paired with their instructors and will spend their first track session completing several exercises in their cars that will help students understand the "track line," their car's handling, and other basics. Typically there are a total of about ten 20-minute track sessions over the course of the weekend. In subsequent sessions (also with your instructor in the car) you will work on refining your driving skills.



November 2019 DE at Chuckwalla

Photo by Greg Phillips



Although multiple cars are on the track at the same time, passing is allowed only with a “point by” signaled by the driver of the car that will be passed (the approached driver acknowledges that they see you, and points out of his/her window toward the side that they want you to pass on). This system ensures safe passing and is only permitted in sections of the track that are deemed safe for passing.

Many novices wonder what they need to bring to the DE events. The answer depends on a number of factors including the car you are driving and whether you are camping out at the track or staying in a nearby hotel. Obviously, campers will need food, water, shelter, and whatever comforts are preferred. With respect to the driving event, students will need a helmet that meets current standards (helmets are available for rent), and possibly other safety gear depending on vehicle modifications. For the vast majority of novices driving street cars, no additional gear (driving suits, head and neck restraints, etc.) is mandatory. You will need numbers on your car (both sides and rear). Contact the DE team prior to the event to have a dedicated number assigned to you. No need for fancy graphics, just use some painter’s tape (available at the track) to mark out your numbers on your car. Some spare oil and basic tools are good to have (especially a tire pressure gauge), but you can generally borrow whatever tools you might need from other participants. Some people bring the equivalent of an entire service shop with them!


Our club typically holds about eight track events per year, but not all events are available for DE novices. Please contact our DE Chair at [cdiaway@pcasdr.org](mailto:cdiaway@pcasdr.org) for more information. You may also contact me directly at [board@pcasdr.org](mailto:board@pcasdr.org) and I will be happy to answer your questions or refer to the proper resource for answers.

Below are some very important lessons that I have learned, some of which were not in the information packets or briefings:

1. Check your tire pressures, brake pads, and oil levels at every session. Novices often fail to monitor tire pressures throughout the events. Tire pressures change much more rapidly and dramatically on the track as opposed to on the street, which is why they need frequent adjusting during a DE event. Many will be glad to help with recommending appropriate tire pressures for your car.
2. Never leave your sunglasses on the dashboard between DE sessions. Our tracks are in the desert – they get HOT. At one of my first events I grabbed my glasses off the dash, slid them on, and nearly scorched my ears off!
3. Do not leave your track supplies immediately in front of your car when parked in the paddock and then forget they are there. You might run over them (ask how I know).
4. Under no circumstances should you leave an open gallon jug of oil in your trunk prior to driving a track session (ask how I know).

Our DE team is more than happy to help you with all aspects of the events, so please reach out if you have any questions. Prior to my first event I must have emailed the DE team 50 times with questions; all were promptly, courteously, and professionally answered. It is much more preferable that you ask in advance of the event, rather than not asking at all or waiting until the last minute.

So, you bought a Porsche, the finest sports car in the world. Now get out there and drive it!

Warning: DE events are highly addicting! After all, where else can you drive your Porsche the way it was intended, with no fear of tickets, no kids in the back asking “are we almost there yet?,” and someone in the passenger seat who is actually encouraging you to drive faster? And who knows? You may turn out to be the next Ken Miles, Carroll Shelby, or Dan Gurney! 

# CFOS 2019: Yup, it's the Cars AND the People

*Article by Dallas Jones*

I've been attending the California Festival of Speed for several years now. Initially, I went for one afternoon to meet folks in the 996 Corral and watch a race or two. The next year, I stayed one night. And then the next year, I stayed over two nights. The hooking was complete.

This year, for the first time, I chose to stay at the track in a borrowed RV and "work" all three days. 2019 was the first year I've worked grid at the Festival of Speed. Grid is the place to be if you want an opportunity to get close to an amazing variety of Porsches...everything from showroom-new street cars to caged track weapons. Grid workers are responsible for ensuring that cars are led to appropriate starting positions and working with the scrutineer to check each vehicle before it heads out to race. Driver properly equipped? HANS connected? Extinguisher pin pulled? Any missing lugnuts or wiggly bearings?

Grid can be exhausting and overstimulating, but it really is epic fun to be working in the staging area gridding and inspecting cars while just across the fence, group after group of Porsches scream down the Nascar banked oval.

There was one more addition to this year's Festival. Like past years, I was driving escort for the lunchtime track tours. A couple of weeks beforehand, I contacted CFOS volunteer wrangler Suesan to determine whether it was safe/permissible to have my visually-impaired nephew, Bryant, ride with me. I explained to Suesan that Bryant needed a little pick-me-up, and I thought maybe an experience shift could do the trick.

Clearly Suesan agreed. Instead of just signing him up to ride with me, Suesan added Bryant as a registered volunteer. When we rolled into volunteer registration and he realized he was getting his own volunteer shirt, I saw a flicker of

interest; by the time we checked into the track tour volunteer briefing, he was rocking both the shirt and a huge grin.

When lunch finally arrived, Bryant and I jumped into my 996 and followed our group of tourists packed together as tightly as possible. I narrated what we were doing; Bryant kept his ear to the radio to listen for messages from Race Control. Toward the end of the tours, a truly dedicated gold-bricker in a 718 GT4 started messing around and needed some reining in. The acceleration and braking were a little tough on the kid, but he was a trooper, and the smile never left his face.

After a quick lunch break and a quiet few minutes in an empty meeting room for his ears to adjust, we headed over to the "taste of autocross" course for his last surprise: laps of the autocross track in my 996 with a PCA driving instructor at the wheel. I could see that Bryant was a bit apprehensive being without me at first, but any doubts he had were erased by the end of the first lap. With each successive lap, the speed increased and Bryant's smile got incrementally bigger. By the end of the fourth lap, they were both grinning and my 996 was stinking of hot brakes—the telltale signs of a fantastic day.

The PCA slogan, "It's not just the cars, it's the people" means a lot more to me after this year's Festival. Suesan didn't need to sign Bryant up as a volunteer, she did it because she knew it would mean something. Similarly, Ian, who presented the pre-tour briefing, was kind and inclusive. Even our co-escort drivers were willing to help keep a watchful eye on Bryant when I had to duck away for a moment. Everyone we interacted with at CFOS this year treated that kid like family... and it meant more than I can adequately express. Thanks, all. 🕊

Dallas Jones &  
Bryant Bodnar





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# The 2020 PCA Porsche Parade

*Article by Tom Brown*

By now I'm sure many of you have heard that the Porsche Parade is coming to Southern California (La Quinta) this year. You may have even heard that this is a can't miss, must attend event. But what is it? Why should you attend? What's the big deal?

Hopefully I can answer these questions and more in this article. First of all, the Parade is the PCA national convention. This is our club's big annual get together. It moves around the country to a different city every year; both for the variety of location and to give everybody a more-or-less equal shot of occasionally having a shorter drive to get there. The last time it was in Southern California was in 2007. It may be another 10+ years before it comes back again, so I suggest you take advantage; don't miss out!

So what is it? If you can imagine all Porsche, all the time, for a solid week, that pretty much sums it up. Think about a resort with 750-1000 Porsches in the parking lots. Think about bumping into 1500-2000 likeminded people in the hallways. Think about driving tours and rallies 4 or 5 days of the week. A fabulous Concours and Historic display of Porsches. An Autocross that attracts the best drivers in the country. Tech Sessions hosted by factory representatives and the PCA Tech Committee. A mini-autocross where you can test out the latest Michelin tires on a factory Porsche. Now are you starting to get the picture?

In addition to all this, there is a Porsche themed art show (to showcase your talents), an RC Car race, a 5 K run, a golf tournament, an ice cream social, a Tech & Trivia Quiz (to measure your knowledge of all things Porsche), a Parade of Porsches (to show off on the city streets), and several awards banquets for socializing. (Parade trophies are coveted mementos!) Even more, there are usually several events to show off the local culture (such as food or beer tastings and bus tours) as well as a Parade store to stock up on logo gear. I would also be remiss if I failed to mention the vendor hall and hospitality suite, where you can see all the latest and greatest accessories for your Porsche. And let's not forget about Parade Kids! The Parade is a family event, and there will be a week's worth of activities for the little ones too.

PCA is a volunteer organization, and Parade is no different. An army of volunteers is necessary to run this thing. Please consider volunteering in two or three of the activities during the week. It is a great way to make new friends from around the country and really assists the club in producing this truly amazing event. Also, volunteers get to attend the exclusive volunteer thank you party, where some of the best door prizes are given away! Only volunteers that attend are eligible!

On top of all this, there may be something you'd like to do outside of the Parade as well. The Palm Springs area has a lot to offer the vacationer. Your biggest challenge of the week may be finding enough time to sleep!

Speaking of door prizes, each banquet will have a terrific selection to give away, often including sets of tires and culminating with a free trip to Germany for a lucky attendee of the Victory Banquet.

So where is this fabulous event? It will be located at the La Quinta Resort in La Quinta, CA, near Palm Springs. This resort is just as amazing as the Parade itself; with a variety of casitas, villas and suites to choose from. (Some include enclosed garages for your Porsche.) There are 5 golf courses, 41 swimming pools, numerous tennis courts and it is dog friendly and kid friendly too. Between the resort and the greater Palm Springs area, there are plenty of reasons to make this a vacation, even for those in your family that might not fully appreciate all things Porsche.

While it is possible to stay anywhere you want (other hotels, AirBnB, or even at home, etc.) it is highly recommended that you stay at the resort. It is always better to be near the action. The Club will have a special discounted rate at the resort that is only available to Parade participants. Don't even try to get your room early, because you cannot. Please wait until you have the secret code that you will get after you register for Parade. (There is no need to register for your room before you register for Parade.)

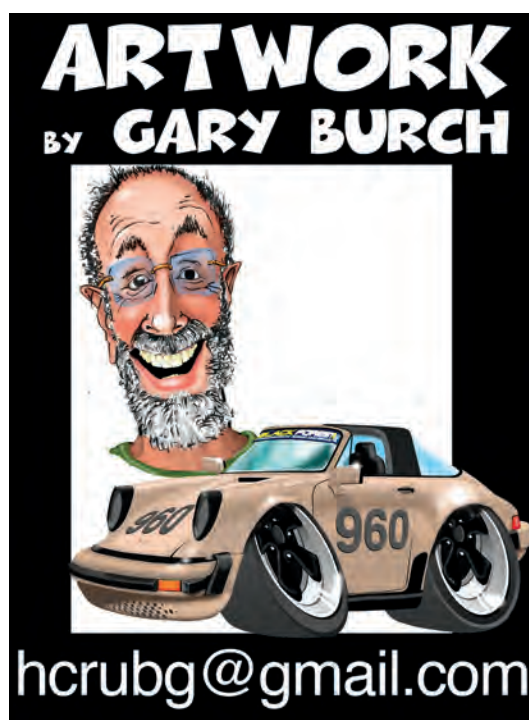
While I am on the subject of the resort, I would like to point out that the Parade is intended to be a weeklong vacation. That being said, it is certainly possible to come for less than that. In fact, some people only come for one or two days. If you live close enough, you can even go at the beginning and then leave to return at the end, or something like that. However, there is no prorating of the attendance fee. You will pay the same base fee regardless of how many days you plan to attend.

Just how does one get in to the Parade? First of all, you must be registered to participate in any Parade events. And, you must be a club member to register. Pre-registration only, no walkups! Some (but not all) events are limited to a club member, co-member and their children. Other guests (non-members) are allowed to attend, but only on a member's registration, and please be aware that they will not be able to participate in all of the events. The restrictions are for the four major competitive events (Concours, Autocross, Rally, Tech Quiz). If a club member (other than your co-member) wants to be a guest on your registration, keep in mind that they will not be able to participate in these four events. Tell

them to register themselves under their membership if this is a concern. They will need their own registration to participate in the four competitive events.

Registration is a two phase process. Phase one secures your spot in the Parade and allows you to reserve a hotel room. When you read this it should be open, as January 28 is the scheduled opening date. You can get to the registration site through [www.pca.org](http://www.pca.org). Remember you must have an account on the PCA website. If you don't already, now is a good time to create one. In phase one registration, you will pay the base attendance fee and upon completion you will receive a confirmation email that includes information on reserving hotel accommodations. Once you have completed phase one then proceed to make your hotel reservations. Note: There is plenty of time to cancel. If you are on the fence, it is better to get in and cancel later than to try to get in late.

Phase two of registration opens on March 31 at 9 A.M. (Pacific). It is during this phase that you sign up and pay for the individual activities you'd like to participate in. Between phase one and two you will receive a registration info packet with information about the different activities that are available and their pricing. While I don't want to cause a panic or create a stampede, do be aware that some events





will sell out. Some events can take everybody and anybody, but some are necessarily limited in space, as I'm sure you can understand. If the event of your choice is sold out, look for another day if it is possible to rearrange your schedule. Some events, such as driving tours, are often repeated on multiple days. If you cannot change days, you will be put on a wait list. A lot can happen between March and June. People will drop out or otherwise shuffle their schedules. There is a good chance you will get in the event if you have patience. Additional events may even be added to the schedule (when possible). If all fails, you will be refunded your money if you do not get in.

Another warning for you. Phase two registration takes a long time. There is a lot of information to collect, especially if you want to participate in a lot of events. Please allow plenty of time (an hour or so) to complete it. Also, be prepared before you start! This is the information you should have ready and at your fingertips before you begin:

- Membership numbers of each club member attending in your party
- The license plate number, year and model of the Porsche(s) you are bringing, along with the brand of tires that will be on the car
- Birthdates of all children attending in your party
- Banquets you want to attend and your meal selections for each attendee
- Competitive event selection for each participant, and the class for each event

- All other events that each registrant wants to attend (don't forget Parade Kids!)
- Shirt sizes for all in your party
- Volunteer event selections for all volunteering

It would be a good idea to have the registration info packet and the schedule handy while going through the registration process.

I hope I answered your questions and that you can see what a terrific event the Parade is. If you like Porsche the car, Porsche the brand, Porsche the company, or even the people of PCA, this is a terrific week and a fantastic vacation. Every club member should do it at least once! The region would like to see as many members there as possible; it would be phenomenal if San Diego had the largest attendance of any region. Start planning now and I'll see you in La Quinta!

#### Key Dates:

January 28, 2020: Phase I registration opens (hotel)  
 March 31, 2020: Phase II registration opens (activities)  
 May 31, 2020: Registration closes  
 June 21-27: The 2020 Porsche Parade

For more information, please see:

Panorama, December 2019 issue  
[www.pcasdr.org/social/parade-2020-la-quinta/](http://www.pcasdr.org/social/parade-2020-la-quinta/)  
[www.porscheparade.org/](http://www.porscheparade.org/)  
[www.laquintaresort.com](http://www.laquintaresort.com)  
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Francie Kish during the Parade of Porsches, Boca Raton 2019 Parade





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# Porsche Prom

This year's "Porsche Prom" was held at the US Grant Hotel, and sported a '20s theme, naturally. The 2019 Board was thanked and the 2020 Board introduced. Victoria Varon was thanked by all as our outgoing President, and presented with a magnificent painting done by Monique Staub as a thank you gift.

Big winners of the night were:

Lana Gill - Bill Myrick Enthusiast of the Year Award  
Crag Goodman - Pat Scanlon Award  
Beverly Gould - President's Award  
Michael and Carmen Brown- Family of the Year Award

Victoria in her period dress with Monique Straub presenting her painting entitled "Victoria's Forest"



Bev Gould (winner of the President's award) and past President and husband Tom Gould

Lana Gill, Enthusiast of the Year, with Victoria Varon and John Straub



Victoria Varon, outgoing President, with Keith Verlaque, incoming President



Katie and Mark Kinninger



Family of the  
Year, Carmen and  
Mike Brown



Genette MCGowan won a 356  
still photo by John Straub Image  
Works, called "Burnished Silver"



Andrew and Karen Raines

# 2019 Silver State Classic Challenge

*Article and photos by David Green*

The Silver State Classic Challenge had finally arrived. My father and I look forward to competing in this event every year. It is a fun way to do some father-son bonding and to enjoy the Porsche Cayman S at speed.

The morning of the race was cool, dark, and the sky was crystal clear. A pleasant change from the rain-soaked May 2019 event (see the July 2019 Windblown Witness).

We were ready in our 2010 Cayman S in the highly competitive 145 mph class. Dad had reworked the course notes before the race and put new batteries in the two stop watches he uses to keep us on time. The car was extensively inspected and is in tip-top shape. We are geared up, strapped in and ready to go as we get the signal to proceed to the starting line.

The Silver State Classic Challenge is an open road race that takes place on 90 miles of Nevada State Highway 318. The goal is to average a given speed (145 mph in our class) for 90 miles. The cars leave from a standing start at one minute intervals so you usually are on your own during the race.

The safety check crew checks our belts, helmet straps, looks for loose items in the car, etc. then give us the thumbs up and close the doors. Next, four brave souls stick their faces under the lowered Cayman to check the tires for nails as we creep very slowly ahead. We then slot into the starting grid. The clockwork roar of the high powered, loud exhausts Corvettes, Camaros, Lamboginis leaving the starting line counted us down to our turn.

Prior to the race, Jeff at Carlsbad Porsche had discovered a very hard to see nail in the driver's side rear tire. Luckily, this should have been no problem as we have plenty of time before the race. Of course the new tire order was delayed at the tire shop, so we had to use the the set of track tires I had in the garage. The downside of the track tires is their W rating (168 mph top speed) since our tech speed was 165 mph. 165 is not a ceiling the Cayman has approached on the track, but is reached at an event like this. At the tech inspection they suggested we try not to exceed 155 mph for sustained periods. The durability of the tires and what might happen if a tire fails at speed is distractingly swimming in my head as we roll up to the start. We are next up.

The highly modified 1979 AMC Concord ahead of us races away with a roar and now it is our turn at the start. Dad counts us down, excitement in his voice. 5, 4, 3, the flag man raises his flag, 2, 1—the green flag drops and we are

off, the stock Cayman exhaust barely noticeable compared to the Corvettes and Hellcats.

The Cayman climbs up to speed briskly until we get to 155 mph. The PDK transmission taking the car to redline with each shift. At 155 mph manually shift to 7th. We are behind time, but making up a little time with each mile. The car is rock solid at this speed. With each rise in elevation the car loses some speed, so I shift down to 6th to keep the pace and then back to 7th as we fly over the crest. Through it all, Dad counts off our variance as we pass each mile marker. We are no longer behind, and slowly banking time.

The plan is to bank some time before the narrows. The narrows is a beautiful two mile long windy section through a canyon that requires a little more conservative speed. By getting ahead, or banking time, the idea is to get to the narrows early enough that the time you lose by going a little slower (ex. 120 mph) will put you back on your goal pace.

Once we have banked enough time, we slow down to 145 mph. The car humming along, going from 6th to 7th gear as the road's elevation rises and falls. Dad calmly and consistently counting out splits over the headset.

We caught up with the car ahead of us, which is an uncommon occurrence. Based on the fog cloud the AMC Concord is generating, it appeared they were having a bit of engine trouble. Fortunately, they safely turn their wounded ride off at a checkpoint and we flash by.

The narrows provide a chance to fully enjoy the Cayman's agility. The car hugs the road as we apex and accelerate out of the turns between the high rock walls. As we round the last right turn and into the double apex left turn, we catch up with the Camaro that is two cars ahead of us and should be two minutes ahead on the road. I know we went through the curvy section a bit faster than expected, but I am surprised to see another car.

Dad is a rock through all this, his head down in the course notes, scrutinizing his stopwatch, and calling out the gap on the helmet intercom. There are only 17 miles to go at this point, which goes by pretty fast at 145 mph, and we are running a bit early. The Camaro we caught figured out they were running late as they have disappeared ahead.

With each mile, the time gap shrinks between the time we planned to be there and the time we're getting there. Two miles to go and the gap is a fraction of a second. There are talented competitors in our class, so we needed to squeeze





Cayman at speed

Tom (wearing his helmet) and David Green at pregrid.



the gap even smaller. One mile to go, the gap is now closed to a tenth of a second arriving too early. The finish line flashes by and the race is over. Compared to our notes, things are looking pretty good. The question is, how close are our notes compared to the race timing.

The awards are presented at a ceremony in Las Vegas that night. Unfortunately, Dad and I missed the awards ceremony as we are driving back to San Diego so I can work the next day. About Barstow, we get a text from a fellow competitor stating we were 0.0687 seconds early which turned out to be good enough to win the 145 mph class. Additionally, it was good enough to win the hand timer

class overall, across all the speed classes, and Dad won the watch for the old school timer class for the most accurate time using no other electronic assistance. There was much rejoicing in the car at that point.

To put it in perspective, a blink of your eyes takes about 0.3 seconds. In terms of distance, the front of the car was early and the back of the car was on time. A pretty good way to spend a Sunday with my father. Also a good way to let the Cayman stretch its legs. Already looking forward to next year. 🦅

# View from the Back, Then & Now

*Article and pictures by Steve Eisler*

In October of 1968 I registered for my first PCA Drivers' School (now called Driver Education events or just DE). I was a 24-year-old Air Force lieutenant stationed in Sunnyvale, California. I owned an Irish Green 1968 912 Targa with the soft rear window, a four-cylinder, 102 horsepower engine, and a 5-speed transmission. I had ordered the car over a year ago and took delivery 4 days before Porsche's official release date for the '68 models. (But that's another story.)

Like almost everything else, Porsches have changed dramatically in the last 50 years. Today's entry level Boxster 718 has a mid-engine, turbocharged, four cylinder engine developing 300 horsepower and a six-speed or automatic (PDK) transmission. This article will show that the advances in the PCA Driver Education program are just as impressive!

The 1968 Drivers' School event was run on the 1.9 mile track at Cotati Raceway north of San Francisco. Cotati was built on an abandoned World War II naval air field and used primarily for SCCA events. I read the event announcement in *The Nugget*, the monthly newsletter of the Golden Gate Region of PCA, mailed in my \$5 registration fee, and I was registered!

Forty five years later I registered for my second Driver Education event. I had retired after over 30 years of teaching and coaching and was working for a small computer company. My wife Kathy and I live in Escondido, California, and had purchased our third Porsche, a Guards Red 2011 Boxster Spyder in 2012. The Spyder has a totally removable top with a soft rear window, six cylinders, 320 horsepower and a 6-speed transmission. We found it on eBay, flew to Chicago and drove it home. (But that's another story.)

The Windblown Witness, the monthly newsletter of the San Diego Region of PCA, had a one page ad for all of the DE and TT events scheduled for 2013. The first event was at Willow Springs Raceway, near Lancaster, California, on the Streets of Willow course. I called the number listed for more information and left a message. One hour later I received a call from Robert Baizer, the Chairman of the TT committee. I told him about our new car and my previous experience, and he very patiently explained that the DE event was for beginners with limited track experience. All of these students were placed in one run group, always had instructors riding with them, had limited passing opportunities and were not allowed to use any timing devices. The first track sessions were devoted to specific learning exercises, and each student was encouraged to progress at

a rate that they were comfortable with. He explained that there were 3 TT (Time Trial) groups for more experienced drivers, and each group had safety rules based upon the experience of the drivers in the group. Each group had their own assigned time on the track, and the groups were never mixed.

In order to register for the event, I first had to classify my car on the Zone 8 classification website. Robert explained how to use the classification website, helped me select a car number and told me how to create a Motorsportsreg.com account that is used for all event registration and payments. After I registered I would be "Waitlisted" until he could confirm that he had an instructor for me.

After at least 30 minutes on the phone and a full page of notes, I was ready to start registering!

The event registration process and the car classification system were just the first of the many improvements to the DE program that I would discover.

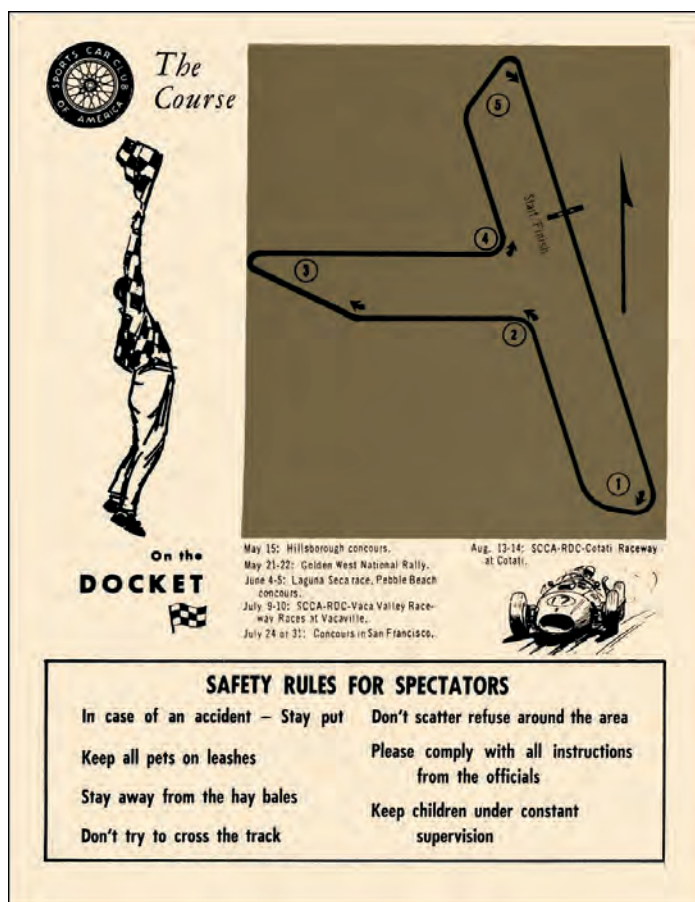
One thing, however, had not changed at all in 45 years, and still has not changed in the ensuing 6 years of my participation in PCA Driver Education, Performance Driving Schools, Time Trials and Autocrosses.

## DRIVER EDUCATION PREPARATION

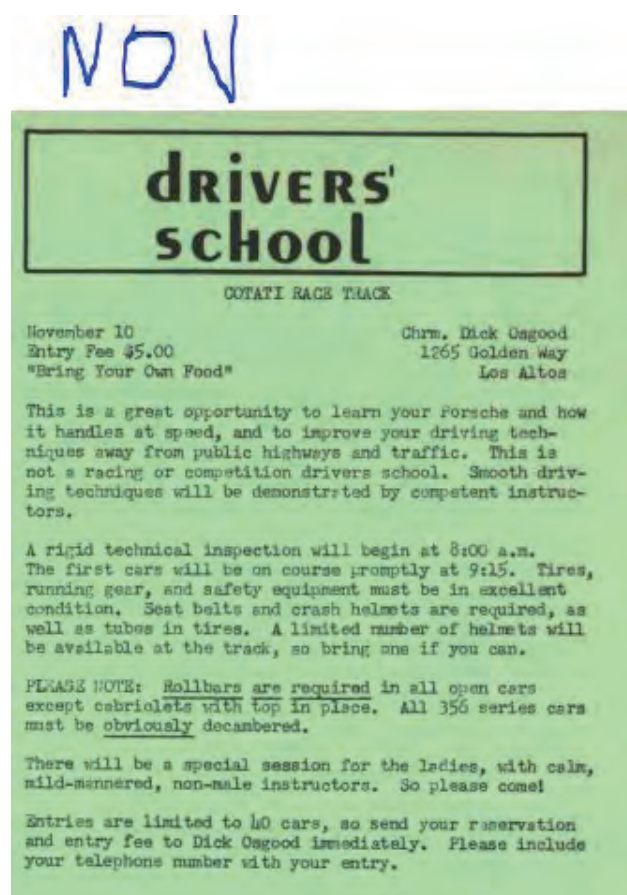
THEN--About 2 weeks after I had mailed my Golden Gate Region registration I received a two-page letter that included directions to the track, a general time schedule and a few suggestions for preparing your car. (Remove all loose items, raise tire pressure and bring a helmet.) Fortunately, one of the civilian contractors I worked with was an experienced SCCA racer. Stan Laskin had driven Cotati many times in his 3 cylinder, two-stroke Saab sedan and eventually was one of the officers of the San Francisco Region of the SCCA. He drew a map of the track and showed me where the braking zones were and emphasized braking in a straight line. He said, "When you are on the track you are either full on the gas or full on the brake." At no time did he mention the "line", and the term "apex" was never used.

I arose early for the 85-mile trip to Sebastapol and stopped on the way to add air to the tires. When I arrived at the track it was still dark and there was a dense fog hugging the ground. I found the entrance to the track but had no idea if I was headed to the paddock or to the main straight. Out of the fog emerged a truck similar to the ones used by car rental companies to move a car to a new location.





Track at Cotati



Track day sign up --Drivers' School announcement -October 1968

Perched on the truck was a new white 911 S that easily cost twice as much as my humble 912. I followed it to the paddock, parked in line with the other cars and unloaded all of the loose items from my car.

Soon we were called to line up for tech inspection. They checked for loose items, tire tread depth and a few other things. They had a standard floor jack and asked me to lift the rear of the car. They had the owners lift the cars so that the tech inspectors would not be liable for any damage. They checked under the car for leaks and inspection was over. We had a short drivers meeting which covered passing (there would be none) and the meaning of the flags. At some point we were assigned run groups but no formal instructor assignments were made. I only knew a few people in the club, but one of them was a long time member and an experienced driver, Gary Evans. He volunteered to be my instructor when my run group was called.

NOW--About ten days before the Streets of Willow event Motorsportsreg.com showed that my status had changed

from Waitlisted to Confirmed. I printed a Tech Inspection sheet from the Zone 8 website and took the Spyder to European Motorsports for tech inspection. They put it on the lift and did a very comprehensive check of all of the items on the Tech Sheet, even though the car had less than 7,000 miles on the odometer. At about the same time I received an email from Robert confirming my registration in the DE portion of the event and encouraging all participants to carefully read the 17-page PDF file attached to the email. The PDF contained detailed directions to the motel where most people were staying, directions to the track, tech inspection information for those who had not done a pre-tech, run group schedules, track maps, and a description of the flags that would be used and the action that needed to be taken when a flag was displayed. Any question that a novice driver might have was answered a week before the event started. There also was a letter with special instructions for DE Students.

I drove to Lancaster on Friday afternoon, registered at the motel and put my numbers on the doors using blue painters



Eisler 0007-- On the track at Cotati

tape. Tech inspection was being held in the motel parking lot, so I took my new helmet to the tech inspectors and got a sticker verifying that it met the current Snell requirements. I filled the tank with gas, got a sandwich at Subway and tried, without much success, to get some sleep.

Early Saturday I drove to the track followed by another newbie who had forgotten his directions sheet. The paddock was clearly marked and I parked in line with the other cars and unloaded all of the loose items from my car. I took my completed tech sheet to Robert's motor home for check-in and received an envelope with a run group sticker for my windshield and a wrist band that identified me as a Student.

The Driver's meeting was mandatory and started right on time. Robert and his co-chair, Jack Miller, had a very well-planned agenda and covered all of the important

information in the PDF as well as new information that applied to today's conditions. At the end of the meeting they assigned each student to their instructor and made sure that we got introduced to the correct person. I was paired with a very patient and experienced instructor, Bill Behun, who was driving a 1980 911 SC Targa. After the other drivers were dismissed, the DE students and their instructors' remained for another meeting describing the special procedures that would be used for the DE group.

On February 23, 2019, six years after my initial Streets of Willow experience, I returned to the same track as an experienced driver. I asked Bill Behun, now one of the Chief Driving Instructors (CDI) for DE events if I could attend the students meeting to observe the program changes in the last 6 years and include them in this article. The first change was the student meeting, which was scheduled for 1.5 hours, easily three times the amount of instruction



Spyder is ready for the track



Instructor Bill Behun  
in Butterscotch -2013



Drivers coming down the  
Waterfall

that I had received in 2013. Bound 20-page booklets were given to each student with objectives, information on vehicle and driver preparations and detailed descriptions of each flag used and the proper action to take when the flag is waved. There was also information on communication with the instructor, the starter and the corner workers, a track map and detailed descriptions of the special exercises that would be done in the first three sessions. The Student briefing included a video explaining apexes, turn in, track out and other terminology and techniques. In just 6 years, the DE program had, again, improved dramatically!

#### ON THE TRACK

THEN--During the first run session at Cotati I rode in Gary's 911. We did not go full speed, but I did get to see

and feel the actual course and merge that experience with the paper map that I already knew. When my run group was called, Gary rode with me as we did a "Ducks in a row" exercise. We formed a train behind one of the instructors driving at a moderate pace. It reminded me of a ski lesson where the students followed in the tracks of the instructor as he showed them the easiest places to turn and the best path down the mountain.

Gary rode with another student in that session and was back in my car for my second session. I know he was giving me directions and advice, but I do not remember any of the specifics. Since there was no passing we did not have to worry about passing zones or signaling people to pass. When my third session came up I was driving by myself. There was a slight right handed dog-leg between turn 2

and 3. Stan had told me to just “tap the brakes” when approaching this curve. On my second or third lap I was carrying too much speed, tapped the brakes, entered the curve and began spinning! I went around one and a quarter times before the car stopped, still on the track. As I was going around I saw the car behind me also spinning. I guess I set a bad example by entering that turn with so much speed. I was waved back on the track by the corner worker and soon was back up to speed, with a little more respect for that dog-leg!

The highlight of the day came in the last run session. Gary had indicated that by the end of the day most instructors did not want to ride with students any longer. He approached me and said, “You’re doing pretty well today, and I’ll ride with you again if you want me too.” It soon became apparent that I was doing well through the turns and pulling away from the 911 behind me. His horsepower advantage allowed him to catch up to me at the end of the very long straight (the main runway). As we started down the straight on the third lap, Gary said, “This time don’t brake at the 300-foot sign. Stay on the gas to the 100-foot sign then brake hard and downshift from fifth to third.” When you are young, fearless, and invincible you will try anything!

At the end of the straight the 911 was right behind me. He applied the brakes at the 300-foot sign. I followed Gary’s instructions, braking very hard at 100 feet, heel and toe, double-clutched to third and the car settled down, grabbed the track and went through the sweeping right hander much faster than it had before. As we exited the turn we both let out a shout of joy! The gap between us and the 911 grew greater on each succeeding lap.

NOW—Following the briefing, Bill and I strapped into ‘Butterscotch’ his 911 Targa. It was my first experience with racing seats and the 5 point harness. Bill drove the course at about seven-tenths, but I was still getting thrown around like a rag doll and hanging on for dear life as I tried to concentrate on the line that Bill was using to get around the track. Following his session we had a 20-minute break before it was my turn to drive. Our first session was the familiar ‘Ducks in a row’ exercise. As before, the leader was driving at a very moderate pace, but I was having trouble keeping up. I wasn’t young, fearless, or invincible anymore!

When the session was over we pulled into the pits and debriefed. Bill managed to find some things he could compliment me on and offered suggestions for improvement. In the six years since this event I have worked with many instructors and in every case they have taken the time to discuss the session just completed, have been positive and encouraging, and have offered suggestions for improvement.

The second session was dedicated to learning how to pass and be passed. The group was split into sub-groups so that each student would experience passing or being passed in each of the two designated passing zones. Again this was done at a very moderate speed with adequate space between the sub-groups. Then it was back to Butterscotch for another view of the track. When the session was over, my stomach was feeling queasy, and I was sore from trying to hold myself in an upright position.

In the third DE session the cars were spaced farther apart so the driver had to determine his/her own line instead of just following the car (duck) in front of them. This was not a problem for me. I was so slow that everyone was passing me and disappearing so there was no one to follow! In the debrief Bill commented that we were getting faster because you could smell the tires. That was supposed to be a positive sign but the smell just made me feel nauseous. On my next stint in the passenger seat, Bill sensed that I was not feeling well and told me to let him know if I wanted to stop and he would drop me off on the pit road. After half of the 20 minute session, I told Bill I was done. He said he had done enough for that session, and we went to the pits for another debrief. We decided that I would not ride in the upcoming sessions and just concentrate on my driving.

During the one hour lunch break, everyone seemed to disappear. It was still very cold so I wrapped up in the warmest coat I had with me and tried to relax. My stomach was in knots. My neck, shoulders and arms ached from trying to hold my head up and the death-grip I had on the steering wheel. It was just the first third of the event, and I was afraid that my racing career might already be over. As I sat in my chair, pondering my future, I actually fell asleep.

There were four 20-minute driving sessions in the afternoon and three more on Sunday morning. All of them are dedicated to letting the student learn at their own pace under the direction of their own instructor. Instructors help set goals at the start of a session and patiently debrief at the end of each session. Sometimes they actually missed some of their own driving time as they continued to debrief their students. As I watch the DE sessions at current events, I am amazed at how much faster the students are driving by Sunday morning. They have benefitted from excellent coaching and have had time to learn the track, but more importantly, they have learned how to control their car!

We all took Driver Training when we were 16 but that just taught us the rules of the road, how to keep your car in your own lane and how to turn corners without hitting the curbs. Now we are driving marvels of modern engineering that can easily top 150 mph. Their brakes and tires are superior to those used on race cars in the 1960’s and the suspension and safety systems have improved exponentially, even if



you learned to drive just 20 years ago. So, I challenge you to take that new Porsche out to the track and learn how to drive it. Put some painters tape on that Porsche you have owned for 10 or 20 years and take it to the stadium parking lot for an autocross. Some of the same DE instructors are waiting to teach you how to control your car at lower than race track speeds in a large, open parking lot with no possibility to go off of the track or into the dirt. In driving, like any other skill, if you are not practicing and learning to get better, you are getting worse!

AT THE END OF THE DAY—I left Cotati late in the afternoon on November 10, 1968. As I merged onto Highway 101 South toward San Francisco, I immediately felt a sense of apprehension and uneasiness. That was the ONE THING that has not changed in the last 52 years!

With PCA-SDR I have done two DE weekends, two Performance Driving Schools, over 40 autocrosses and 20 Time Trial weekends. As I leave the parking lot from each of these events, I have that same feeling of apprehension and uneasiness! Some of the cars around me are in poor repair. Even the newer ones do not have handling capabilities or the braking power of my Porsche. The drivers could be impaired, texting or talking on their phones, distracted or falling asleep. Even the other Porsche drivers could have ignored the driver education opportunities offered by the

club, as I had done for 45 years! They are not trained to avoid the spare tire that has dropped into the middle of their lane on the freeway, have not learned the car control skills to handle a slide on wet pavement, and have not practiced the proper vision techniques to see potential problems before they happen.

Even if you have completed the PDS 10 years ago or an AX 5 years ago, you are ready for a refresher course. Improvements in instructor training and driver education programs have been dramatic. Even if you have no desire to compete in driving events, PCA membership offers opportunities to become a more skilled and safer driver at very reasonable prices. In addition, you will meet some great people, enjoy some fresh air, and have a lot of fun driving your car the way it was built to be driven. If I have convinced you to give the new, modern, Driver Education programs a try, please stop by and introduce yourself at your next event.



## PCASDR Student Drivers - Oct-Jan

### Oct. 27, 2019 AX

Marc Attinasi  
Tim Duane  
Jim Hinrichs  
John Magaral  
Jim Mazzola  
Travis Olsen  
Carmen Richardson  
Richard Shultz  
Greg Steinbach  
Elizabeth Wilbur  
Dirk Wray

### Jan. 4, 2020 AX

Dave Aberizk  
Jason Abulencia  
Marc Attinasi  
Anna Czajkowski  
Tim Duane  
Kenny Law  
James Maddocks  
Krishelle Marc-Aurele  
Connor Newton  
Travis Olsen  
Bernie Russell  
Kristi Russell  
Micah Smith  
Oliver Smith  
Elizabeth Wilbur

# Membership

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## New Members

Shreyas Balakrishnan  
San Diego, CA  
2009 911 Carrera S Cabriolet

William Barley  
San Diego, CA  
1990 911 Carrera 2 Cabriolet

Daniel Bylund  
Carlsbad, CA  
2018 Macan SUV

Glenn Cole  
Oceanside, CA  
2017 911 Targa 4S

Ethan Cote  
San Diego, CA  
2011 Cayenne SUV

Beth Cox  
Solana Beach, CA  
1982 911 SC

Michael Delvecchio  
Delmar, CA  
2000 911 Carrera Cabriolet

Chris Erb  
San Diego, CA  
2012 Cayman

Richard Farson  
Escondido, CA  
2016 Cayman

Kevin Greene  
San Diego, CA  
2014 911 Carrera S

Gary Greer  
San Diego, CA  
1988 911 Carrera

David Hall  
La Jolla, CA  
2019 718 Cayman S

Estevan Hammer  
San Diego, CA  
2018 718 Cayman

John Higgins  
Vista, CA  
2003 911 Carrera

Kevin Jackson  
Encinitas, CA  
1986 944 Turbo 2 Door

Carl Kelso  
San Diego, CA  
2019 718 Cayman

Hwan Soo Kim  
Del Mar, CA  
1989 911 Carrera 4

Ralph Koehrer  
San Diego, CA  
2011 Panamera S

David Looker  
Carlsbad, CA  
2020 911 Carrera 4S

Jason Mathues  
San Diego, CA  
2011 911 Carrera Cabriolet

Allen Maxwell  
El Cajon, CA  
2017 911 Carrera 4S

Chad Mcmanamy  
San Diego, CA  
2012 Cayenne Turbo

Danny Memeo  
Vista, CA  
2011 Cayman S

Christopher Plappert  
San Diego, CA  
2002 911 Carrera Cabriolet

Steve Platt  
San Diego, CA  
2013 Boxster

Steve Preece  
Imperial Beach, CA  
2006 911 Carrera S

Gerald Ramirez  
Chula Vista, CA  
2019 Cayenne

Gerald A. Ramsey  
San Diego, CA  
2012 911 Carrera Cabriolet

Eddie Ray  
Chula Vista, CA  
1984 911 Carrera M491

Jim Richardson  
Yorba Linda, CA  
2019 Cayenne S

John Richardson  
La Mesa, CA  
1987 944

Demetreus Roby  
Lemon Grove, CA  
2004 911 Carrera 4S Cabriolet

Eduardo Rubio  
La Mesa, CA  
2016 911 Carrera GTS

Bernie Russell  
San Diego, CA  
2020 911 Carrera 4S

Nico Schulte  
Carlsbad, CA  
1987 944 Turbo

Steve Shulman  
San Diego, CA  
2014 911 Carrera Cabriolet

John Smith  
Carlsbad, CA  
2001 911 Carrera Cabriolet

Michael Strauch  
San Diego, CA  
2002 911 Carrera C2

Brad Stump  
Coronado, CA  
2015 911 GT3



Bob Taylor  
La Jolla, CA  
1966 911

Matthew Villalobos  
Carlsbad, CA  
2015 Cayman

Bryan Wampler  
Carlsbad, CA  
2005 Boxster S

Tracey Williams  
San Marcos, CA  
1999 Boxster

Sabina Woodson  
Rancho Santa Fe, CA  
2003 911 Carrera 4S

Robert Young  
Costa Mesa, CA  
2001 Boxster

Michael Zapara  
San Diego, CA  
2012 911 Carrera

Taft Zitoun  
San Marcos, CA  
2013 911 Carrera S

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## Anniversaries

### Five Years

Robert Ashley  
Jorge Barba  
Bruce Bentel  
Mark Brandt  
John Brennen  
Todd Citron  
Robert Deupree  
Matthew Evert  
Mark Fleming  
Leo Gallegos  
Sean Gildersleeve  
Virgil Hilliard  
Steven Jacobson  
Tony Jelso  
Kevin Kennedy  
Carl Lewis  
Ricardo Olimon  
Paul Rex  
Phyllis Rose  
Jerry Sachs  
Rob Schannon  
Kim Schwarz  
Stacy Smith

### Ten Years

Jim Buell  
Russell Ferris  
J Knox  
John Ma  
Ferrell Reed  
Terry Smith

### Fifteen Years

Zia Agha  
David Barrett  
Gary Bell  
Olivier Brackett  
Steve Brown  
Marc Cicchetto  
Patrick Crane  
James Eggert  
Jonathan Eng  
Craig Goodman  
William Harris  
Jacqueline Lu  
Kaid Marouf  
Doug Rhoades  
Victor Wild

### Twenty Years

John Chambers  
Brad Daluiso  
Douglas Darlin  
Roger Haydock  
Jon Maniscalco  
Jacie Mendiola  
Jess Osterberg  
Christopher Rynne

### Twenty Five Years

Richard Ewing  
Neil Heimburge  
Rolando Saldana

### Thirty Years

Rosa Arias  
Boone Hellmann  
Richard Schneider

### Thirty Five Years

Timothy Comeau  
Donald Middleton

### Forty Five Years

Robert Bertrand

### Fifty Years

Curtis Koch

### Fifty Five Years

Richard Park

### Sixty Years

Kurt Hayek

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Key Position		\$325

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Susan Brown, Editor

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