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

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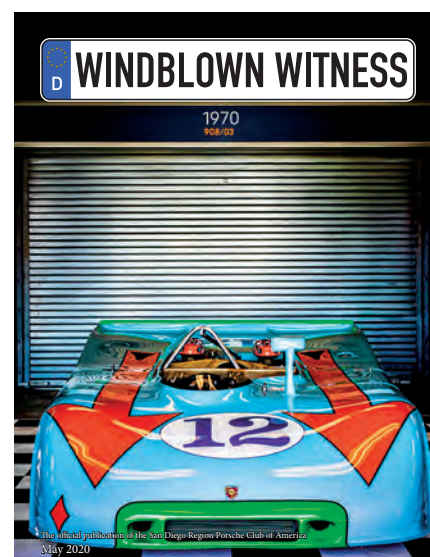


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Windblown Witness

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board

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cdiaway

charity

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From the President

Keith Verlaque
SDR President

What's happening in PCA San Diego Region?

We remain bound by the same restrictions on gatherings (unless essential) as we were a month ago, so once again PCA-SDR activities remain at a minimum. It is still critical that we remain vigilant and do everything to try and ensure that we don't facilitate an upturn in the number of cases. The majority of us are really keen to see this thing over with and for restrictions to be loosened, and, ultimately, completely lifted. In the spirit of ensuring our membership is not exposed to any more risk than necessary, the SDR board of directors have continued to cancel or postpone events. Many of us may be getting accustomed to this "new normal," but I suspect few are enjoying it. I think of the lifting of current restrictions, and getting back to being able to choose where we go and with whom, as being similar to an impending vacation. It seems to be taking an age to arrive, but we'll just have to hang on until given the green light and the freedom that we are accustomed to. So prepare yourself for excitement! Personally, once permitted, I've resolved to take my Porsche out for significantly more pleasure drives with friends than I did prior to today's limitations.

By now I imagine all will have heard the final decision that the PCA National Parade scheduled for June in La Quinta has been cancelled, which, although unfortunate, is not a surprise and definitely for the best.

For those interested in attending the Annual La Jolla Concours, the news is it has been postponed until Sep 19-20 and still promises to be a San Diego spectacle that everyone who is even slightly interested in cars should experience.

Members who enjoy track events and driving at autocrosses are a group who, I'm sure, are "feeling the pinch" and by now must be itching to get back out there as these events are truly addictive.

Being at home significantly more than usual, many of us are spending large amounts of time on the internet. I recommend taking time to familiarize yourself with our website (www.pcasdr.org) and particularly the "PCA-SDR Calendar" link and the "Events and Activities" page under the "What's going on" menu on the front page, and while you're there, check the "Articles" page on the same dropdown menu.

The following is a link to one of my favorite short Porsche videos, which I think sums up the essence of why we enjoy Porsches so much: <https://vimeo.com/134668096>

The "Porsche Field of Dreams" non-competitive SDR event, mentioned in last month's "From the President" and scheduled to be held in the fall, is still alive, although planning has been frozen of late. Details will follow as soon as available.

To all new members, welcome aboard and please go to the "Events and Activities" page on our website, mentioned above, to get a flavor of what we do, and also check the calendar as more events become available. We assure you we can give you some interesting ideas for ways to enjoy Porsche ownership that you may not have considered. Keep your eyes open for the next "New Member Welcome" event and be sure to come along and see what sorts of things we get up to.

What Recently happened in SDR?

A couple of social events have been rescheduled for later in the year, which may offer members a chance to reconsider attending. I recommend going to our website and reviewing the calendar to find out more about the "Porsches and Parks" tour, for example. This is a week of driving your Porsche through several of America's finest canyons and parks, which has been rescheduled to Sept. 22-30. Also, the SDR Mystery Weekend has been rescheduled, and registration is now open for October 24-25. These events are really enjoyable and offer an opportunity to get out and enjoy driving your Porsche and socializing with others at a secret destination.

Our newsletter editor, Susan Brown, tried something different this month. She sent a message to all members asking if they had a story that they might be interested in sharing, and offered to publish it in the San Diego region's quarterly magazine, the *Windblown Witness*. The response was surprisingly positive. It seems that the majority of current Porsche owners owe the beginning of their automotive enthusiasm to their parents, and many have a story about how they became Porsche owners. If you have a story to tell about you and your Porsche, don't be shy, we can help you get it out to other members. Just contact editor@pcasdr.org

What's about to happen in SDR?

The text below describes events coming up in May. At the end of this message, a summary calendar gives links to fliers, dates and times. ALL event details are available on our website calendar at <https://www.pcasdr.org/pcasdr/events/month/>

The Monthly Board Meeting on Tuesday, May 5th, will once again be a conference call in order to comply with social distancing.

The Board will again reassess all upcoming events, and a decision will be made regarding potential cancellations depending on current affairs. Notifications will be sent out to SDR members via e-mail.

The National PCA e-mail database (used by SDR to contact our members) is not completely up to date. To rectify this, the SDR website now has a page under the “Our Club” dropdown menu on the home page that requests PCA members ensure the e-mail that the club has on file for them is current, and gives directions about how to update your e-mail address if necessary.

“SEEK THE GREEN”

Additionally, every page on the SDR website now carries a line of green text requesting members to click in order to add their preferred e-mail address and phone number to our database. Please use the website, as it’s really difficult for us to notify members by e-mail that we don’t have their current e-mail address!

If any SDR member would like to give feedback on any San Diego Region issue to only the SDR Region President, or if you have a suggestion for a club event, please e-mail me at feedback@pcasdr.org and your correspondence will be answered. If you request, you will remain anonymous.

For all SDR events, please see our region website calendar, where updates will be posted as issues are decided by your board members at upcoming meetings.

Current May calendar events include:

May 2: Porsches and Pours (sponsored by Mirage International) RESCHEDULED to July 18.

May 5: Monthly Board Mtg – Club chairs and volunteers are invited to call in to a conference call to attend the meeting. Board meeting conference call data will be sent out to board and chairs via e-mail. We are hoping to return to normally scheduled board meetings with our full membership invited in the near future– please watch your e-mail.

May 8: Ballet at the Spreckles Theater – POSTPONED – please watch your e-mail for new dates

May 17: Back Country Driving Tour (sponsored by Porsche San Diego) TBD (decision at May board meeting)– please watch your e-mail for new date.

May 23–31: Porsches and Parks Tour (sponsored by Porsche Carlsbad) RESCHEDULED to Aug 22-30.

May 26: Last Tuesday Social– monthly members’ get together for dinner– POSTPONED please watch your e-mail.

May 30–31: Willow Springs Time Trial– TBD (decision at May board meeting)– please watch your e-mail for new dates.

May 31: Cars and SDR (sponsored by Porsche Carlsbad) POSTPONED– please watch your e-mail for new dates

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

Keith Verlaque.

Who are we? WE are SDR !!

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

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"Bravo team Varon!

We have been involved in a lot of RE deals over the years and this one was the most challenging. Just when we were set to close April 1 the clampdown happened, buyer got a chill and wanted to delay. Lots and lots and lots of negotiating between realtors, renters, buyers, sellers, property managers, and on and on. Victoria and Javier stayed in the game, worked the problems, and got it done. A++ + - Dave Hockett -

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February Board Meeting

PCA-SDR 2019 Board of Directors Meeting 2/4/2020

Host: Varon Home

Attending: 2020 Board Members: Keith Verlaque, Tom Brown, Gisele Gonzalez, Mike Miller, Mike McGowan, Ulrick Matsunaga, John Straub, Victoria Varon

Not Attending: None

Call to Order: 7:05 p.m.

President (Keith Verlaque):

- It was reiterated that a primary goal of the 2020 Board of Directors (BoD) 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.
- The goal is for event committees to not just repeat usual events but to expand and improve events. It may be something small such as “We Are SDR” stickers for cars, or more significant enhancements. In any event, the goal is to continually improve events, not just remain with the status quo.
- It was reiterated that Chairs have a standing budget of \$75/month that may be used for such enhancements.
- Function of BoD meetings: The event chairs and committees run the region events – the BoD will be advocates campaigning to help improve events and authorize event ideas. Committees will research and do legwork outside of BoD meetings and bring proposals to meetings for the BoD to vote on. BoD meetings are not for brainstorming or developing proposals. Rather, they are for the completed proposals to be submitted to and voted on by the BoD.

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

- All income/disbursements for SDR events over \$75 per month must be approved before the event either by including in annual budget or by using a Budget Form. Reconciliation must be provided to the BoD after each event to show budgeted vs. actual costs.
- No chair or committee shall finalize event profits/expenses (including free entries) without BoD approval.

KV reiterated that BoD members should again read the by-laws and standing rules to ensure that the BoD members

are familiar with all by-laws and standing rules. PCA National’s Regional Procedures Manual (RPM) is being printed and will also be available online (details to follow).

Web Calendar: Martha M will maintain SDR’s Web Calendar. It would be good if all BoD members, etc. periodically review the calendar and advise her if any corrections are needed.

Name Badges: 2020 name badges are now available for BoD and Chairs.

2020 Sponsorship: KV is spearheading Sponsorship. All 2019 SDR sponsors will be contacted by KV. He has contacted five to date, including both SD County dealerships. A proposed (draft) à la carte 2020 sponsorship menu (sponsorship items that may be selected by sponsors) was provided by KV to the BoD for information. It is not a “final” menu, but rather a draft version to ensure that there are no strong objections by BoD members. A formal Memorandum of Agreement (MOA) will be signed with each sponsor itemizing their selected “menu” options once the menu is finalized.

PCA National message was received re: website security from Keith Boring. We need to obtain an SSL Certificate to protect server/client communications. Per Victoria V., this has been completed and we now have an SSL Certificate.

Zone 8 CDI: Scott Mann is proposing a “PCA Ground School” – a 6-hour school in your daily driver (any vehicle/marque) to learn life-saving driving skills. Information item only. No BoD action at this time.

Premiere Concours Promotions (via an email from Brian Moore, Rancho Cordova): This is a business that sends emails to prospective concours attendees to promote concours events in So Cal. The business works with any club that is interested (not just PCA). Information item only. No BoD action at this time.

Andreas Wolf PearWise Knowledge Portal: He has a website with information regarding Porsches (currently water-cooled only): He has requested for a link to be posted on SDR’s website. The BoD’s consensus was that this is more suited for posting to SDR’s Facebook page.

East County Cruisers Summer Fling: An invitation was received inviting SDR to attend this event on Sunday April 19th at Santee Community Park. \$30 entry fee. Information item only. No BoD action at this time.

Secretary: (Mike Miller): Vote to approve January 2020 meeting minutes. Voted and approved by BoD, with Giselle abstaining.

Treasurer: (Gisele G): Treasurer's Report was presented.

- SDR's account balance is \$120,905. She still needs to compare this to 2019 figures.
- TT and Membership budgets have been received. She is obtaining budgets from other committee chairs.
- Approval of January 2020 budget will be deferred until next month's BoD meeting.
- January 2020 financials were reviewed but GG noted issues with data. Will confer with Bookkeeper to discuss. Asked that January 2020 financial approval be deferred to February meeting. Board agreed.

Social (Victoria V): VV provided a recap of past events, and updates on upcoming events:

- Porsche Prom / Installation Dinner: 110 people were budgeted, 115 attended. Event came in under budget.
- Porsches and Pours: 63 people attended. \$436 net. VV is researching additional venues for future events.
- VV proposed approval of a ballet theatre event (Romeo & Juliet) at Spreckels Theatre on May 8th. Voted and approved by BoD.
- 98 people have registered for Driver's Award party.
- Porsches and Parks 2020 is sold out.

Autocross: (Bill B/Jerry B):

- Reconciliation for Jan 4th AX submitted. The event lost \$150 due to the necessity to purchase a new fire extinguisher (\$240).
- Budget for February 29 AX was submitted.
- Because of the guaranteed \$500 minimum for food truck vendor, we had to pay the truck vendor \$328 at the last event (only \$172 in food was sold, per the vendor).
- Bill B and Brian Frasier will look into other food options (different vendor? pizza? etc.).

- 60 drivers is the AX break-even number from a budget perspective.

- Projected AX budget: \$4,550 per event is expected for 2020. Event cost for 2019 was \$4,574/event. Budget voted and approved by BoD.

- Giselle will provide Bill B. with the trailer storage fee. This fee should be prorated among other events/committees that use the trailer.

Tech Session: (KV for Julie Ngo): A large SDR presence is requested for the Feb 15th Porsche San Diego Taycan Tech Session/breakfast. Breakfast at 8 AM, tech session at 9 AM.

Off Road Tours: (Jerry B for Garrett Guess):

- Requested that BoD sanction an off-road (Macan/Cayenne) "get together" (coffee, donuts) at 8-10 AM on Sat., March 14th, in Clairemont.

- No club expenses will be incurred and no funds were requested. Add to calendar if approved.

- Voted and approved by BoD.

TT-DE: Re: Proposal from Steve G. and Mark R. to "Incentivize" instructors at Big Tracks events. There was a question from a BoD member regarding whether the Witness minutes summary for Steve G's resolution that was voted on and approved at the January BoD meeting was correct. It was subsequently determined that the minutes were correct regarding this approved proposal (discounted entry fee plus free timed runs for instructors that instruct at a DE/TT event).

Membership: (Lana Gill):

- Primary SDR members: 1,799
- Affiliate SDR members: 1,028
- Total SDR Membership: 2,827
- Renewals: 102
- Non-renewals: 29, plus 23 from last month
- Quarterly New Member events are planned. Some may "piggyback" onto other SDR events.
- March 29 was proposed by LG for a new Member event. Raffle and two (2) drink tickets to be provided to new members. Depending on number attending, it is anticipated that total cost would range from \$20 to \$400. Voted and approved by BoD.

February Board Meeting, cont.

- 2nd Quarter New Member event: May be piggy-backed onto “Last Tuesday” social dinner. LG will coordinate with Sara Gengler.

- 3rd Quarter event: Bowling possibly.

- 4th Quarter event: Trivia possibly.

Forum/Web Team (Steve G / Victoria):

- A new classified advertisement program has been implemented.

- A password-protected “alias” page is in progress.

- SSL Certificate has been obtained for SDR’s website.

Insurance: (Ann Archibald):

- It was reiterated that SDR must submit to PCA National: 1) Event Chair Report form and, 2) Event Observer form. These forms are on SDR’s website under Our Club/Forms and Documents/Event Forms section.

- These forms are required for all driving events and all events with “raised cars” such as tech sessions where a vehicle may be on a lift.

- This is a PCA National requirement.

New Business:

- (Straub): Request policy for SDR Discount certificates e.g. at Drivers Awards Dinner. Tabled for next BoD meeting.

- PCA National is planning a DE webinar.

East Lake Village Car Show:

- Annette Sorensen contacted SDR about this event (not a PCA event).

- It is held on summer Sundays from 5-7pm.

- She would like for us to select one Sunday (June 14th/21st/28th & July 5th/12th /19th). SDR will receive \$200 if we have enough vehicles (20 or so).

- We need a volunteer to manage the event if we choose to participate. This will likely be Rick Richardson.

Posting of items to SDR’s website by members:

- A member submitted a request to post a video on SDR’s website of Dan Flaherty being interviewed by the member.

- The need to establish a policy for SDR website postings by members was discussed by the BoD.

- It was agreed by BoD that Facebook links to SDR’s website are often more appropriate than directly posting items on the website.

- It was agreed by BoD that no postings will be permitted on SDR’s website without prior approval by the Webmaster. At the Webmaster’s discretion, items proposed to be posted will be forwarded by the Webmaster for BoD approval.

Meeting Minutes:

- BoD discussed disseminating a draft version of the Minutes to the BoD and all Committee Chairs so that they can see what was voted on, approved, etc. without having to wait for the official published version. This will help enable them to prepare and/or address required actions.

- The draft version will be labelled “Unofficial” until voted and approved by the BoD.

- This was agreed by BoD (a vote was determined to not be necessary).

Announcements: Victoria & Javier - Thank you for hosting!

Adjournment of 2020 BoD Meeting: 9:40 P.M.

Next BoD meeting:

- Date: Tuesday March 3, 2020

- Location: Mike & Carmen Brown residence, 7261 Octotillo Street, Santee, CA 92071 

March Board Meeting

Minutes: Board of Directors Meeting 3/3/2020

Host: Carmen and Mike Brown

Attending: 2020 Board Members: Keith Verlaque, Gisele Gonzalez, Mike Miller, Mike McGowan, Victoria Varon

Not Attending: Ulrick Matsunaga, John Straub, Tom Brown

Call to Order: 7:10 P.M.

President (Keith Verlaque):

- It was reiterated that a primary goal of the 2020 Board of Directors (BoD) 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.

- All events (SDR hosted or otherwise) must be approved/sanctioned by the BoD.

- Carmen Richardson is stepping down from her role as Charity Chair.

- Bev Gould is our new Webmaster.

- Sponsorship: KV is Sponsorship Chair. \$24,150 in M.O.A.'s have been obtained to date.

- Sponsor banner must be displayed at ALL driving events. We must ensure that this takes place. Additionally all event ads (Witness, website, eblasts to members etc.) must include event sponsors as they have paid for their logo's visibility at applicable events.

- Also, be certain to identify event sponsors at every event, and give acknowledgement of the sponsors numerous times.

- We need to ensure that member contact information (email addresses) is correct. We are not reaching a lot of members in our email correspondence. Several ideas were discussed, including adding text to pages on the website and sending out messages to members (on all available venues except e-mail), requesting members to update their e-mail on their PCA account to provide their current e-mail address to SDR.

- Prior to Porsche Parade, we would like to have a meeting for PCA-SDR members that are attending. Date/location to be determined – Tom Brown has agreed to run

this, but it depends on what happens, i.e. if Parade is a "Go" or "No Go".

- PCA-SDR would like to host a party at Parade. All BoD members agreed (this item was not voted on; rather, it was a general consensus by BoD members that this is a good idea). KV to notify the Zone 8 representative and possibly Parade organizers.

- It was decided that the proposed board meeting venue for May (tentatively proposed to be held at Zurich residence in Blossom Valley) should be changed to the Vault if possible, as it is a more accessible venue for the majority of parties.

Secretary: (Mike Miller):

- Vote to approve February 2020 meeting minutes. Voted and approved by BoD.

- Minutes procedure formalized:

- 1) Draft version of Minutes will be sent to BoD for comments;

- 2) After receiving responses for revisions (if any), the revised version (still "draft") will be distributed to BoD and Chairs;

- 3) Minutes will be voted on at the next BoD meeting and will then be "Final;"

- 4) A shortened version will be sent to Susan Brown for publication in Witness.

Treasurer: (Gisele G): Treasurer's Report was presented.

- January 2020 budget was voted on and approved by BoD (the vote was deferred at the Feb. 2020 meeting).

- Gisele is preparing a new budget format. It will make comparison of year-to-year and event expense reconciliation easier.

- Current club financial positions were presented.

New Business:

- KV raised the possibility of SDR hosting a "PORSCHE FIELD OF DREAMS" non-competitive car show "All models – all years – all conditions – a "Cars and

March Board Meeting, cont.

Coffee” style event after the concours in the fall, on the greens of a local golf course. KV to investigate and bring a proposal to the board.

- East Lake Village Car Show: PCA-SDR has been invited to attend event on Sunday, April 19, 2020 at Santee Community Park. Display will be from 5PM – 7PM – KV assigned to organize.

Social (Victoria V): VV provided a recap of past events, and updates on upcoming events:

- Approx. 35 members attended Last Tuesday of the Month social dinner at Ciao’s Restaurant, Vista.
- May 8th Romeo and Juliet ballet at Spreckel’s Theatre is approaching. A hospitality hour prior to the ballet is planned. An email will be sent with details as to how to register for the event.
- Porsches and Parks: 25 members are registered.
- VV proposed approval of Mystery Weekend April 4/5, 2020. Sponsored by Porsche Carlsbad. Voted and approved by BoD.
- VV proposed approval of Porsches and Pours at Kensington Brewing Co. on May 2, 2020. Voted and approved by BoD.
- Angela Avitt: 91 members attended Driver’s Award party at The Vault. This was a great venue – there were many exotic cars on display. The event was a huge success – thank you to Angela and all other organizers!

Autocross: (Jerry B):

- 77 cars were at the most recent AX
- It was suggested by KV that Miller’s driving events article (published in the last Witness) be included in all new member packets (currently being sent to members by Lana Gill).
- Victoria V. will generate a similar article pertaining to social events, which will also be included in new member packets.
- Budget reconciliation for most recent AX was presented.

Time Trial/Driver Education: (Steve G):

- A new Tech Inspection banner will be generated

for use at TT/DE events.

- There will be emphasis at Chuckwalla to train drivers to become instructors.
- Streets of Willow event (January 22 & 23, 2020) was on budget.

Off-Road Events: (KV for Garrett Guess):

- March 14th is designated for off-road drivers to attend Krispy Kreme Clairemont informal coffee/donuts event. (M/S/P)
- Sunday May 9, 2020 requested for an off-road event. Voted and approved by BoD. (M/S/P)

Membership: (KV for Lana Gill):

- Membership numbers will be presented at a later date, as they are not currently available.

Insurance: (Ann Archibald):

- It was reiterated that SDR must submit to PCA National:

- 1) Event Chair Report form, and
- 2) Event Observer form.

These forms are on SDR’s website under Our Club/Forms and Documents/Event Forms section.


- These forms are required for all driving events and all events with “raised cars” such as tech sessions where a vehicle may be on a lift. Board members recommended to actively remind committees they are contacts for.

- This is a PCA National requirement.

Announcements: Carmen (and Mike Brown – not present) – Thank you for hosting!

Adjournment of March 03, 2020 BoD Meeting: 9:15 P.M.

Next BoD meeting:

- Date: Tuesday April 7, 2020
- Location: The Vault, 9340 Dowdy Dr UNIT 102, San Diego, CA 92126 

April Board Meeting

Minutes: Board of Directors Meeting 4/7/2020
Unapproved Version
Zoom Meeting

Attending: 2020 Board Members: Keith Verlaque, Tom Brown, Gisele Gonzalez, Mike Miller, Mike McGowan, Ulrick Matsunaga, John Straub, and 2020 Board Advisor Victoria Varon

Call to Order: 7:07 P.M.

PRESIDENT (KV):

Reiterations:

- All events (SDR hosted or otherwise) must be approved/sanctioned by the board.
- All income/disbursements for region events over \$75 per month must be approved before the event using Budget Forms plus reconciliation provided to the board after the event to show budgeted vs. actual costs. No chair or committee shall finalize event profits/expenses (including free entries) without board approval.

New Comments:

- Due to the current COVID-19 Pandemic, SDR Board of Directors is evaluating all events and cancelling many to prevent putting any SDR members at potential health risk. The primary function of this meeting will be a review of the events calendar and discussion of upcoming events.
- At the March BoD meeting it was agreed by the Board to cancel the following regularly-occurring monthly events: Cars and SDR, Autocross, and Last Tuesday Social. Additionally the planned Mystery Weekend and California Festival of Speed have both been cancelled (Mystery Weekend will be rescheduled).

During an emergency BoD meeting via telephone conference call on March 14, 2020 the following events were discussed and cancelled by unanimous BoD vote:

- 1) 15th March Driving Tour
- 2) 5th April AX
- 3) 11–12 April DE Chuckwalla

The status of the scheduled May 8th ballet “Romeo & Juliet” was postponed by unanimous vote.

March 14 call attendees:

President:	Keith Verlaque
Vice President:	Tom Brown
Treasurer:	Gisele Gonzalez
Secretary:	Mike Miller
Director at Large:	Mike McGowan
Board Advisor:	Victoria Varon

During the current (4/7/20) meeting, cancellation of the following events was discussed and approved by unanimous BoD vote:

- 4/26 Cars & SDR
- 5/3 AX
- 4/28 Last Tuesday Social
- 4/4 Mystery Weekend
- 5/2 Porsches and Pours (it will be rescheduled for a later date)

Status of the following events was discussed:

- 5/17 Back roads tour – Status of event was deferred and will be voted on at May BoD meeting
- 5/23 Porsches & Parks will be rescheduled for a later date.
- La Jolla Concours - Postponed to 19–20 September
- Porsche Parade – There has not yet been a decision by PCA as to whether the event will be cancelled.

Tentative upcoming SDR BoD meeting venues:

- May = Via Zoom
- June = The Vault
- July = Ingalls

The above venues were voted and approved by BoD.

Miscellaneous:

- Charity Chair – Still need a replacement Chair. KV will be contacting a potential candidate.
- 2020 Sponsorship Status: All 2019 sponsors have been contacted. 15 sponsor businesses have committed. There are two new sponsors since last BoD meeting: – Endeavor Group Real Estate and SD Discount Tire & Wheel. SDR will continue to regularly contact all sponsors

April Board Meeting, cont.

throughout the year.

- All SDR events will be considered as being sponsored. Sponsor logos must be used in event ads, on the calendar, and MSportreg.com. We have two sponsor banners, and a banner will be posted at ALL AX and Track events.
- Receipt of SDR President's messages: If you are not receiving e-mail notifications from PCA please go to pcasdr.org and then to the drop-down menu below "Our Club" on the Front Page to "Update your e-mail address."
- Porsche Field of Dreams: (KV): This will be a totally non-competitive car display event. All porsches are welcome in any condition. At the March BoD mtg. the Board requested a formal proposal – no progress to date.

SECRETARY: (Mike Miller): Presented March meeting minutes. Voted and approved by BoD. Tom B and Ulrick M. abstained from voting since they were not in attendance at the March meeting.

TREASURER: (Gisela): Presented Treasurer's Report, including 2020 budget. SDR's finances are in a very good position. Treasurer's report was voted and approved by BoD.

NEW BUSINESS:

- Susan Brown discussed status of upcoming Witness issue. Articles are needed for the issue.
- Lana Gill suggested that SDR should reach out to all sponsors to see if there is anything we can do to assist them. KV indicated that the goal is to contact each sponsor three times throughout the year to get feedback and enhance sponsor relationship.

CHAIR REPORTS

Social (Victoria): Recapped past events, updated on upcoming events.

- "Porsches and Parks" [Sponsored by Porsche Carlsbad] will be rescheduled for August 22 through August 30th. Voted and approved by BoD.
- Mystery Weekend proposed for October 24–25. Voted and approved by BoD.

- Halloween Progressive Dinner (10/31/20) proposed. Voted and approved by BoD.

Website: (Bev Gould) website update:

- New pages have been added to the site.
- An "Update your email" link has been added.
- Photo gallery: Photos are requested from members.
- A new server host is necessary. A firm named Kinsta was recommended. \$400 required to move SDR's web site to the new host. Voted and approved by BoD.
- The DE/TT/AX "Results Archive" pages have custom script so can not be migrated to new server. It will remain with the current server Blue Host.

Concours: (Tom Brown): October 3, 2020 proposed for Spanish Landing concours. Voted and approved by BoD.

Autocross: No AX representatives were present.

Tech Session: (KV for Julie Ngo): No new tech events have been scheduled yet.

Off Road Tours: (KV for Garret Guess) Additional Off-Road Tour POSSIBLY May 9th. Add to calendar if approved. No vote.

Driving Tours: Sunday May 17th possibly. No vote.

TT-DE: No TT/DE representatives were present.

Membership (Lana Gill): 12 new members since last month.

Additional Business / Announcements: None.

Adjournment of April 7, 2020 Board Meeting: 9:10 PM.

Next Board of Director's meeting:

Date: Tuesday May 5th – Location: Via Zoom Conference call. 

Bumper 2 Bumper

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Selling Your Porsche at an Auction

Article by Keith Verlaque



In 1998 I had a Guards red 911 Carrera. I had been in PCA-SDR three years, was an autocross instructor and Driving Tours Chair. On my way to a friend's house, I happened to see a bright Yellow 964 in a neighbor's garage. The odd thing about this 964 was that it had a fixed whale tail rear spoiler. I thought all 964s (except the Turbo) had a small powered rear spoiler like a letter box that popped up at speed. I saw this car had a narrow body without the large fender flares so I knew it was not a Turbo. I was intrigued, so I went to the front door, knocked, and talked to the owner. Initially, I did not get a warm reception but after several ongoing conversations, I found out it was a limited edition model known as an RS America. I kept in touch with the owner and he agreed that if he ever decided to sell it he would contact me. So around nine months after I first saw the car, I became its third owner.

The original owner of the car owned a detail shop in San Diego and would take the car to work every day, and if work was slow, he would assign the guys in his shop a specific part of the car such as the engine compartment, or the wheel arches, and have them detail it. As a result, the car was in spectacular condition both inside and out. In March of 1999 I bought the car with a total of 23,000 miles on it from the second owner, who only owned it a little over a year.

I used the RSA extensively in San Diego Region, mainly for autocross and back country driving tours, but also for just about every other event the club put on. Once I entered it in a concours and pretty soon realized that competing in concours was not for me. It seemed like you spend months detailing every aspect of your car so you can present it to the judges and say, "Hey, I have a really nice Porsche... and I challenge you to find something wrong with it..." and guess what?

I decided that I definitely do not have the right mentality for competitive concours.

I saw that PCA National had an RS America Registry and joined immediately. After talking to the Registrar, I found that he was seriously considering giving up his position and was looking for someone to take it over. So in 2000, I took it over and created the rsamerica.net website, which I ran for roughly 19 years, and gathered data on 487 RS Americas—almost 70% of the total produced.

I contacted the Porsche Archivist in Stuttgart and learned that there were a total of only 701 RS Americas ever made, and that of those 701, only four were built in Ferrari Light Yellow (FLY). This included one that was on display at the 1992 New York Auto Show when Porsche introduced the

RSA as a new model for 1993. The color of the show car was so striking that three other enthusiasts paid a premium price and ordered an RSA in FLY.

Over the next 20 years, I took the RS America to a total of seven PCA National Parades, 2000 Sacramento CA, 2004 Fort Worth TX, the 50th PCA Parade in 2005 Hershey PA, 2006 Portland OR, 2007 San Diego CA, 2012 Salt Lake City UT, and 2014 Monterey CA. All were incredible fun. If you've never been to a National PCA Parade, I strongly recommend that you carve time out of your schedule and go to one.

The 50th PCA Parade in 2005 Hershey PA was my all time favorite, because through the PCA RS America Registry, I arranged an RS America corral, plus I decided to have my car shipped in an enclosed trailer to PA. As a result, over 30 RS Americas were present, and all Four FLY RS Americas ever made were gathered in one place for a once in a lifetime photo shoot.

In 2016 I bought a 2007 911 GT3 (which I still have), at which point I pretty much stopped using the RSA, and it languished under a cover in my garage next to the GT3, only going out once a month for short-ish drives to get



it up to temperature and ensure everything was running perfectly.

In 2018, while stopped at a red light in the RSA with no other cars around, I noticed a large SUV in my rear view mirror approaching me from behind at a fairly high speed. Oddly enough, when I looked in my mirror, I couldn't see a driver in the SUV. It was pretty apparent that it wasn't slowing down and as I was stopped in front of it, I quickly decided to put the RSA in gear and drive through the red light, turning hard right. Just about then, a head popped up from below the dashboard and the SUV driver jumped

on his brakes, locking them up completely and skidding straight through the junction where I had been stopped. That was the first time I seriously considered selling the RSA.

I remember taking the car for a bi-annual smog check at my usual smog test station where it passed with flying colors. The guy testing it said "Wow... this thing is in unbelievably good condition for a 25 year old car," and he told me that the smog check numbers were within 5% of the readings from the last smog check. I immediately beamed with pride and remember thinking, Yup... that's my car!



A swarm of FLYs

Then he added, “Mind you, the numbers should be the same, you’ve only driven 303 miles since the last check!” Realizing I had driven it just over three hundred miles in the last two years was the second thing that influenced my decision to sell. The final straw was that each year the RSA was costing me roughly \$1,000 for agreed value collector’s car insurance just sitting under a cover in the garage.

So I decided that I was definitely going to sell it...but where? I looked into numerous different websites buying and selling cars, including the PCA National Marketplace. I researched Du-Pont Registry and Hemming’s Motor News, and I also checked out some of the major auction houses. I looked into Bonham’s, Sotheby’s, Gooding & Company, Barrett-Jackson, and Mecum Auctions.

Having been to Monterey several times in the past for car week, and seen the number of Porsche fans in attendance each year, I decided that I wanted to auction the car at Monterey.

Fortunately...I knew a chap in SDR whose knowledge of cars is truly amazing. This walking encyclopedia of all things motoring is a guy named Mort, and he is truly passionate about cars. Over the years he has sold over seventy cars at Monterey Auctions, which he attends religiously every year. He had extensive knowledge of every auction house and personally knew key people at each. He has taken multiple Ferraris, Mercedes, Maseratis, Lamborghinis, Jaguars and Porsches to Monterey and successfully sold them at auction. When I told him that I was thinking about selling the RSA, he volunteered that he would help me do so, and... he had a trailer.

After Mort made some enquiries with the auction

companies, I pretty soon learned that most of them were not excited about auctioning a 26-year-old Porsche with 93,000 miles on it, even if it was a limited edition in tip-top shape, and one of only four special-ordered in a Ferrari color. So the field of available auction houses narrowed somewhat, plus I then found that of those remaining, several auction houses were not prepared to accept sellers placing a “reserve,” which is a minimum amount for the bidding to meet before the car would be sold. I decided a reserve price was an absolute requirement in my case, and then anguished over the amount I wanted to set. Eventually after much counsel from my friend Mort, I settled on Mecum Auctions.

In the continued spirit of being anal, I then did more research into what Porsches of my year, with my mileage had actually sold for. I soon realized that the boom prices for Porsches in the 2016–2017 timeframe, sadly, had now passed. In 2019 it was not going to fetch the crazy numbers I had previously observed during the zenith of classic car sales a few years earlier. After a great deal of consideration, I finally decided the absolute minimum I would accept was \$100K. I submitted that number to the people at the auction house, and they called me back saying they thought I had requested too high a reserve price, considering the year and mileage of the car. I told them I wanted to stick with the stated reserve, and they cautioned me that they thought I would be trailering it home.

A photographer from Mecum Auctions came by and took numerous pictures, and I submitted text to the Mecum office for them to place in their brochure to sell the car.

I then gathered up all the RSA parts and accessories I had to go with the car. This included the original sales brochure

and option chart, the original leather document holder with owner's manual, fully stamped up service/maintenance manual, the original tool kit, spare wheel, car cover, a Porsche front-end bra, and a 3" thick three-ring binder with copies of every maintenance receipt for the past 20 years. I purposely did NOT add up how much I had spent on the car over the last 20 years, as I knew it would be considerable, and strongly suspected it stood a good chance of being depressing!

Then the day came to strap the car on the trailer and tow it to Monterey. The drive up was slow but uneventful. We travelled overnight and arrived in Monterey early in the

morning, going straight to Mecum Auctions to register the car. Once registered, I was able to get a look at how the auction would run. The cars that were for sale sat under a long covered patio for a couple of days before they were due to be called into the main auction hall in order to give potential buyers a chance to check them out. The cars were all unlocked, each with the key in the ignition, and each with a bid sheet on their windshield showing the vehicle description including reserve (where applicable). This meant that anyone who had paid to get into the auction got to look the cars over, both inside and out, and although there was a notice saying "Please do not start the car" prominently displayed on each dashboard, several people got in the cars



and started them up. Sellers were strongly advised by the Auction Company to take EVERYTHING that was not attached out of their vehicles, as anything from cigarette lighters to owner's manuals and tool kits had gone missing in the past. This was not a comforting thought, to put it mildly. As a consequence, I decided to stay near my car for the next couple of days.

I had prepared a ring binder full of pictures of parts of the car that could not be seen, such as the underside and the spotlessly clean wheel wells, plus all items included with the car, books, manuals etc., to show interested parties. Several people read the bid sheet but were then put off either by the mileage (93,000) or the price reserve. Overall most people I saw were respectful of cars that were for

sale, but a few were not, and clearly just wanted to sit in a high-end sports car for a photo.

Then on Saturday afternoon at around 4:00, the RSA was moved to the line to go in for auction, which closed at 6:00. My car was just about to be moved into the main hall when a guy in a Mecum jacket said that he wanted to put another car in front of mine. This car was a 1996 Ferrari 550 Maranello V12. The reason that the Mecum guy gave was, as they were both the same Ferrari Light Yellow, he said they looked really good together. I talked to the Ferrari owner and he said he had put a \$150K reserve on his car.

I noticed that cars were now crossing the block at a significantly faster rate than they had been for the last day or so.

I was told that this was because the auction was closing for the day in less than an hour and they still had a lot of cars to get through. Several cars were only given what seemed like a few minutes on open bid and consequently did not achieve their reserve. At this stage I was getting really nervous, and everything seemed to speed up as my car came up on the block. The auctioneer summarized the bid sheet and bidding began...at \$60K. Bids seemed to be coming in slowly but surely, I was sweating and I had visions of loading the car back onto the trailer for the long haul back to San Diego.

Then, to my relief, the bidding reached my \$100K reserve and kept going! All of a sudden the auctioneer dropped the hammer and I heard him announce, "SOLD for \$120,000."

The car was moved back to the covered parking area and when I went back to the car, I saw the guy with the Ferrari, he told me his car did not reach its \$150K reserve and he was shocked to hear what mine sold for, especially with 93K miles on it, as his car had only 18K miles. I told him that my annual 15K service was around \$800-\$1,000 and suggested maybe people were not interested in taking on

maintenance bills for a V12 Ferrari. He then told me that the main reason it was for sale was because it was due for a 15K mile service and he had been quoted \$4K-\$6K.

So then I had to go to the office to sign the release paperwork and pick up my check. Within an hour of my car being on the auction block I was done, paid and out of there.

Upon reflection, I think the bidding might have kept going up if the auctioneer had left it open a little longer, as he seemed to have done during the day. Maybe it was getting too close to auction closing time.

Bottom line: For 20 years I had an absolute blast in my RSA, I sold it for more than my reserve, I freed up a space in my garage, I had enough funds to pay off my car loan and had some left over.

Thanks a lot to Mort for all his help.

Now to find something interesting to fill the space in my garage!! 🦅



Having enjoyed 20 years of ownership, I hugged someone else's car.... (gently)!



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My First Porsche Found

Article and photos by Al Bates

June 29, 2018
Porsche Club of America- National Headquarters
P.O. Box 6400
Columbia, MD 21045
Attention: Membership

Dear PCA,

I would like to purchase a membership for a new Porsche friend whom I recently met. Enclosed you will find a check for \$46. Here is the new member's information—this is a surprise gift I would like to give him. I know that this is not how it is normally done, so please take the following story as a way to help explain the circumstances.

Robert Montes
1983 Porsche 911SC
Ruby Red Metallic with Oyster Interior

MY FIRST PORSCHE FOUND

Robert and I met because of the above-mentioned 1983 911 SC—you see, I was the original owner. We are pictured above together in 2018. I'm on the right.

I remember vividly that 9th day of July in 1983. In the spirit of the '80s "decade of excess," I had just completed a triathlon that morning, and that afternoon I found myself standing

in the showroom of Meister Porsche-Audi in Carlsbad CA. And there it was; my future 911 SC. She glistened in her ruby red metallic paint and luxurious oyster colored leather interior. The dealer has appropriately prepared her with the best features of that time; polished 7 and 8" Fuchs alloys, lowered and aligned, and a Fittipaldi racing steering wheel. There were 33 miles on the clock. The curves were unmistakably Porsche, and it looked unmistakably fast. Bonnie, the sales representative, tactfully assessed my financial wherewithal, and subsequently asked "Would you like to go for a test drive?"

Would I! At the ripe young age of 27 years, I was in automotive heaven. The deal was done. During the "post-sale check-out," Bonnie taught me an enduring Porsche rule: "NEVER" she said sternly, "close the front trunk lid by pushing down on the crest." She explained that it is the weakest part of the hood, and that's how they get dented. She carefully showed me how to use two fingers from each hand at the bottom corners of the lid. To this day, when I close the trunk of my '07 RS, I use two fingers on two corners of the lid.

The short drive home in the new SC left me giddy—the sounds, the smell, the exhilaration, the acceleration. I joined PCA within months, and participated in many racing events both with PCA (who taught me to drive competitively) and the other local So Cal Porsche racing club. My PCA driving instructor was an ex-WWII fighter pilot and a retired TWA

747 international captain, who was one of the hottest shoes in PCA Zone 8—talk about over-qualified!

In the next nine years, and some 90-thousand miles, I traveled all over the southwest, and drove many thousands of track miles—Riverside, Willow Springs, Laguna Seca, the routine was the same for each race. Who needs a trailer to go racing—two race wheels behind the seats, one on the passenger's seat, and one in the trunk. Floor jack and a set of front brake pads and tools in the passenger's foot well, along with helmet, gloves, and shoes. Drive three hours to the track. Friday night tech inspection, followed by copious amounts of bench racing, appropriately liberated with adult beverages. Saturday practice, Sunday race, and then pack up and drive home. A typical weekend was over 200 miles of track racing and 300 miles of driving to and from the track. In the '80s there was no other car you could do that with and ever hope to reliably get home, every time without fail. And she never failed to get me home.

In the early '90s my garage was full, with cars out on the driveway too. I had accepted a position that would take me out of So Cal and over to England for several years. I had a decision to make; what cars to keep and which needed to find a new home. It was a tough choice. In the automotive version of "musical chairs," the '88 turbo and the '60 356B Roadster got seated in the garage, and the SC was out. The SC was sold to Bryan, a very respectful, and Porsche-crazy recent high school grad. His dad signed for the car and it was gone on June 16th, 1992, my birthday.

For the last several years I wondered if the SC was still around. At various club event and other Porsche gatherings I would look for her. Very occasionally a look-alike SC was easily dismissed; without even looking at the VIN, as there was a distinguishing feature I could look for—a ½-inch hole in each of the floor boards where the racing harness sub-strap had been attached. The ad-hoc search for my first Porsche continued for years....

A while back, I thought of the second owner, whom I had not had contact with in over 20 years. Through the miracle of the internet (and LinkedIn) I was able to contact Bryan, now a seasoned military fighter jet pilot living with his own family in Japan. Unfortunately Bryan lost track of the SC when his dad, Mark, who had taken over the SC, had sold it in 2005. After 13 years of ownership and another 63 thousand miles, Bryan agreed it was a great car, very memorable. He also agreed for a "do-over" in purchasing the car from me if I should ever own it again. We both loved that car.

It pays to keep things, especially paper and pictures of your old flames (of the automotive variety, that is). Back in '92, I had given Bryan the entire maintenance history file from the SC, but luckily I had held on to the registration and

insurance renewal information file. The VIN was in that file, and I found it in a musty banker's box in the basement. While on-line researching a car I was thinking of buying, I spontaneously decided to put in the VIN of my beloved SC, and voila! The punctuated history of my SC lay before me! Incredible! And it was still in So Cal! The last time the SC was serviced was within 100 miles of me. Wow! But that was 4 years ago. And the trail went cold after that.

A slow day at work, and using the rationalization that the last service facility was only an hour away from my location, I decide to take a long lunch and go see what I could find. After arriving at the service facility and producing convincing proof that I was indeed the original owner, they provided the owner's name, Robert, and contact information. The address was nearby...my pulse quickened and I felt a little giddy, the same feeling I had on that July day in '83. Arriving at the house, the residents informed me that they had been in the house for the last two years and did not know where the previous residents went, or if there had been a Porsche in the garage. Cold trail again. Not looking promising. Was the car sold and long gone? Did the owner move out of state?

As with brain surgery and dentistry, getting through the intricacies of a complicated process requires professional help. I got a P.I., and for a small sum, was given another clue—a new address for the owner, Robert. So I mustered up for another drive through 100 miles of So Cal traffic, and another cold call at the new address. Bringing my dad along for support and company, we approached the destination. The nav system told me to turn into a certain neighborhood. Final hurdle—a gated community. Were the Porsche gods trying to tell me something? Perhaps I should not know the SC's fate? Perhaps I am being spared from seeing her wrecked, or modified beyond recognition? Or maybe just another cold trail?

As I performed a three-point turn to back away from the closed gate and turn tail to go home, a kind woman suddenly drove up and asked if I need access. I reckoned that she was likely not concerned that my dad and I were hoodlums driving a Cayenne diesel. Once through the gate we were just three blocks away from HER, my old SC. My heart raced.

As I approached the front door, I wondered who would answer – and did they still own the car? Or would I have to explain again that I am just a Porsche nut looking for my first Porsche. Ring bell. Door opens slightly, I can just barely see someone standing behind it. "Hi, you don't know me, but if you own a 911 SC, I am probably the original owner," I said. The voice behind the door confirmed he did indeed own a 911 SC! "Does it look like that?" The words raced from my throat as I held out a picture of a skinny me and the SC at Riverside International Raceway in 1987.

The door opened fully, and my new Porsche friend Robert was grinning from ear to ear, saying, “Yes that is it!”

Without hesitation I asked “Can I see it?” The garage door opened, and there she was; not wrecked, not modified beyond recognition. I saw a well-cared-for and loved Porsche. Final check, a ritual I had performed on several occasions, I bent down and felt the floor boards. Yes, there it was! The racing harness sub-strap hole! This was my SC...at last! Robert explained he had owned the car for almost 10 years, and described the work he has done to keep her looking like new. Fantastic, when you consider there are now 186 thousand miles on the clock. He has put a mere 13 thousand miles on the SC, and has obviously been a wonderful caretaker. Robert graciously asked if I would like to drive her? Would I!

As with all 911s, there is a unique familiarity when you slip behind the wheel, everything is in its place, in the same place, no matter what generation of 911 you are driving. And, of course, that is all part of the grand scheme. But this feeling was way more than that—it was the same feeling you have when seeing an old friend for the first time in 26 years. “Hello, old friend,” I said to myself. I carefully slipped her into first gear. Oh yes, a very memorable clutch—“digital”—on or off, not much in between. I flashed back to her first 1000 miles up the coast from San Diego to San Francisco and back, and those difficult hills in SF. She drove off smartly, none the worse for wear. The sounds and smell are the same, only the driver has changed. The drive ended all too soon, and Robert and I talked some more, sharing pictures and memories.

We reviewed the warranty book—there was my name, Bryan’s name, the third owner Carlos, and finally Robert’s. Each of us having shared a very special Porsche that has had a charmed life, and the SC had certainly changed our lives as well. Robert and I have vowed to keep in touch.

Ironically, the PCA-hosted California Festival of Speed, which I volunteer at, is only minutes from Robert’s home, so we already have at least an annual get-together planned. In speaking with Robert, it is apparent that he defines a true Porscheophile, and he also loves that SC as much as I. As a very special gift, one that I have cherished for the last 35 years, I am providing a PCA membership to Robert so that he may experience not only the fantastic car, but the wonderful people as well—the summation of which defines the true Porsche experience.

I hope the above story warms your Porsche hearts, and you find the same happiness as I have in owning these fine sports cars, and meeting the great people that own them.

Sincerely,

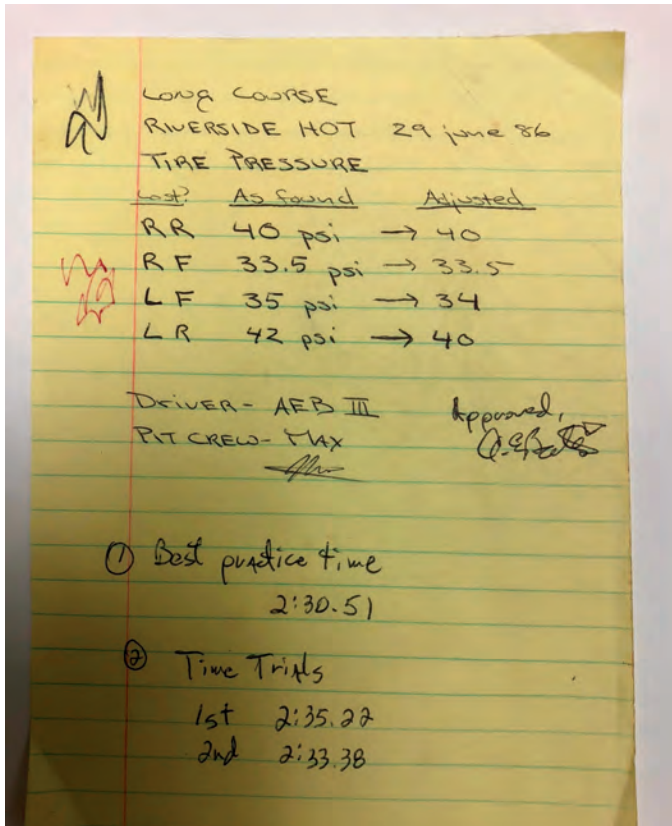
Al Bates 



Coming down the hill from the corkscrew in '86



The SC and me at Riverside International Raceway in '87



Riverside International Raceway lap data '86



PCA "Auto Slalom" at Jack Murphy Stadium in '84



The SC on her maiden voyage in '83. Note the gas prices



Porsche Freedom

Article by Ann Archibald

I grew up in a world of rules promulgated by parents raised in the Great Depression. A penny saved is a penny earned; job politics will change but a company always needs someone to get the job done so do the work; a car is used to get from Point A to Point B.

My Dad died ten years ago this month. Half a year later, my brother and his family came down to have Thanksgiving dinner with me as they had while Dad was alive, because he could not travel. Mom had been gone for 13 years already. The day after Thanksgiving, I drove the family to the airport and wondered what to do with the rest of my Thanksgiving weekend. I drove away from the airport and headed back toward home as I always did. As I approached freeway transition to head eastward, a thought entered my head: Why not just go look at Porsches?

My brother had a 356 decades before (British Racing Blue!), and I had always loved that car, even though I couldn't drive when he had it. I lost track of the desire to own one of my own over the years until I started seeing Porsches where I worked. Just a few, but enough to revive the old dream of owning a Porsche.

Suddenly, my Dad came along on the ride home with me. A Porsche? Really? Why would you want to waste so much money on a car? You only need a car to get from here to there, and your Maxima is a great car! Okay, I thought, he's right.

I maneuvered the car back onto a northbound freeway anyway. I'll just look at the used Porsches.

A visit to the closest Porsche dealer revealed the perfect Porsche. The pre-owned beautiful black 6-speed manual was just perfect! But it sputtered and died on the test drive. Disappointed, and feeling sad, I headed eastward again, down Miramar Road for home, the dream sputtering as well.


The Porsche called to me that evening. I just could not let it go. I fought my Dad's voice in my ear, and went to the North County dealership on Saturday morning. None of the used cars on the lot really appealed to me, but I wanted to talk to a sales rep, so I wandered into the dealership. I finally caught their attention when I left the showroom and looked at the shiniest, newest cars on the ramp display just in front of their showroom windows. It was disappointing. One was red, another was brown, the silver-toned car had a red interior—oh, my! And they were mostly this new PDK thing. Yuk, an automatic.

Then Chris came out.

I watched as one of the guys moved three other cars out of the way to test drive the one at the very top of the display. I didn't want that car at all; I loved the midnight metallic blue exterior, but not the sand interior. And it was a PDK. I had driven manual transmissions all my life, and had disdained automatics ever since driving a ten-ton Chevy in driver's education (not really ten ton; it just felt that way). And to top it all off, it was a convertible. Sure, most people want a convertible, but my skin starts to burn after 15 minutes; 30 minutes if I'm wearing a good sunscreen. And the price!

Ten minutes later, I was learning how to use a PDK lever to double downshift on the freeway to get a sudden burst of speed on a nearly empty section of freeway (Chris told me that happened a lot with Porsches; areas of freeway just started opening up). A few minutes after that, I was driving with the top down on Pacific Coast Highway past the north county beaches, the radio blasting, and smelling the sea in a bright, crisp wind! Ah!!

I picked it up on Monday.

My Porsche? It means freedom—freedom from old sayings from the past, freedom from believing what I wanted could never be; freedom to smell life in real time! 

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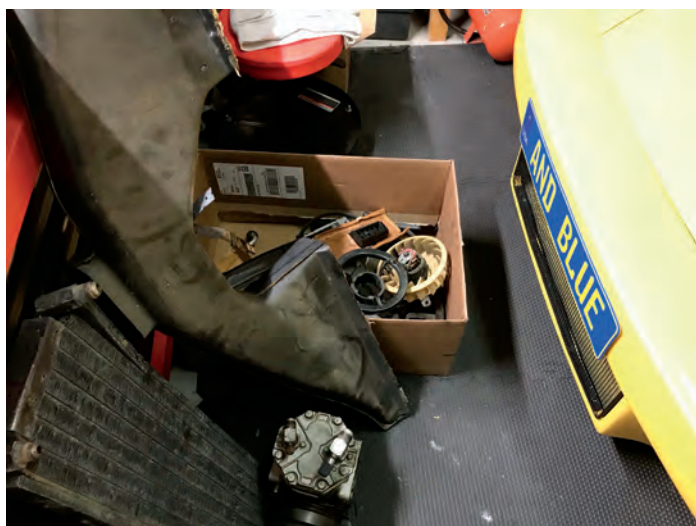
Article by *Bertrand C. Liang*

Tinkerers, problem solvers, curious minds, needing to know how something needs to work, or should—why it doesn't work, and the inimitable urge to make it right. That is our calling, and the bigger the challenge the better. That's what we are, those of us who deign to own 20 or 30 or 40+ year-old Porsches...the crowd of skinned knuckles, foreheads smeared with oil, and dirty fingernails, but with proud smiles that the uninitiated look upon with cautious skepticism. Nonetheless, for those cognoscenti, we understand the satisfaction of fixing that annoying pulling to the right, or getting that front lid support on the master cylinder side fastened, or solving the looping idle on that 3.2L engine. It's said if aliens came down and met any one of us with a machine that could cure every disease, the first thing we'd do is take it apart. Ah, yes, but it is that very challenge that makes life worth living. And it's the brother-and-sisterhood of vintage Porsche owners who understand this.

With that facet in mind, I took upon a new project, trying to restore and customize a sadly ignored and abused 911S of 1977 model year vintage, with limited knowledge of those 911/930's and my only experience restoring an R107 from another German brand. I had had a 2004 996 C4s Cabriolet, but that was different—it was driven and loved like one would a new car. This was, some would say, a refreshing change; others might say a condition requiring medication. It was the need for that creative outlet again, to face the challenges to create the veritable silk purse from the sow's ear; to bring back to life something left to die on the vine by those with less hope but undoubtedly better sense. My calling has always been to heal, and thus, I thought I knew what I was getting myself into...but of course I didn't, and the journey continues today.

This maize ("Talbot yellow"—color code 106) 911 sits in my garage, having started its life with me with a dead battery, broken side pockets strewn about in the scratched backseat, a roof which had leaked due to the targa roll seal having seen better days, probably a decade or so ago, and a "forgotten" air filter and housing cover. Dirt was caked high and low in every aspect, visible and invisible. Brakes had the consistency of mashed potatoes stale from days after a Thanksgiving feast, and the cold start was as one would expect—needing encouragement to idle, like many of us before our first cups of coffee in the AM. My first injury (and there have been many) was opening up the frunk and having it fall on my naïve head, leaving me with exclamations of verbiage less appropriate for those with delicate ears, and an inflammatory bump above the right eye. While I thought stuffing a V-8 into the front of a Mercedes SL was pushing it, it was a luxurious amount of room compared to what Ferdinand et al. decided to do with virtually every part of the 911 infrastructure, with my hemorrhagic body parts and lacerated layers of skin attesting to this fact. Of course, given the age of the car, the previous two owners obviously had had their way with this beauty, with wiring more chaotic than the underside of a rat's nest (although in the latter at least there was a pattern). Notwithstanding, the addition of an aftermarket A/C unit complicated (and reduced room even further) any perceivable space in the engine compartment. The hernia received after pulling out the non-functioning compressor has healed, thanks for asking.

The punch list of challenges seems endless—replacement of capacitors didn't repair the clock, a right-turn signal malfunction became manifest after removal of the blower motor, a debacle with a former center rear reflector that had been



Stages of detritus



Fans are supposed to turn I think...



A dash of woe

painted over to create a color panel (steady, my heart) having broken off all the tab connectors to become unrepairable... the list goes on. These are the concerns that one could say represent the agony of at least temporary defeat. But there have been successes, albeit small and inconsistent—the kind of reinforcement Pavlov used to condition his dogs (of which I appear to be an example) to elicit certain behavior. Getting the horn and directional signal cancelling to work in the Momo steering wheel was such a reward (I only had to replace the darn wheel four times, and then, a fifth, because I hadn't gotten it on the right spline the last time); designing a more efficient engine lid system from the bizarre triple-support the previous owner had put in place; replacing the turn/high beam signal assembly to allow access to the high beams once more (albeit with the right-turn signal gremlin); ah, the thrill of victory, which keeps me coming back for more—the consummation devoutly to be wished.

And so it goes. Many out there observe this behavior with an imperceptible shake of the head, perhaps of disapproval, maybe disappointment, and certainly of wonder why anyone would endeavor to embark on this journey of perceived discontent. But I would bet that those of us who know the urge, the inkling, the wonder of what it is to make something work again, to feel those revs, take those corners, and experience those G-forces, to resurrect the incredible machines that are Porsches with our own hands—this is the experience of the aforementioned knowing smiles. And thank goodness for that.

Just make sure the respective lids stay up before putting head or limbs underneath them. 🦅



At least the lid defies gravity now...

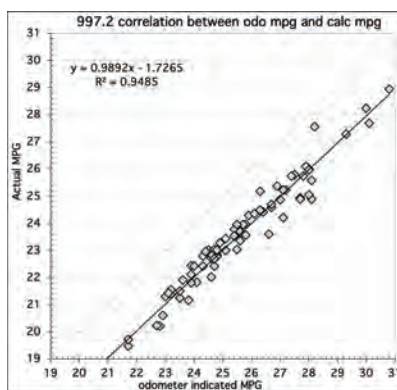
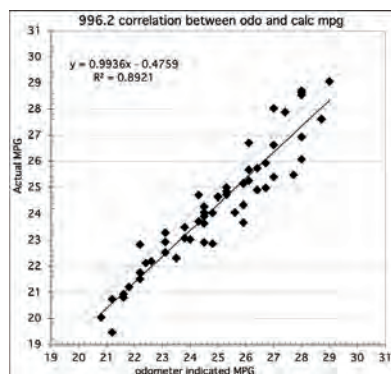
911 MPG Mileage Accuracy and Speed

Article by Bob Fagaly

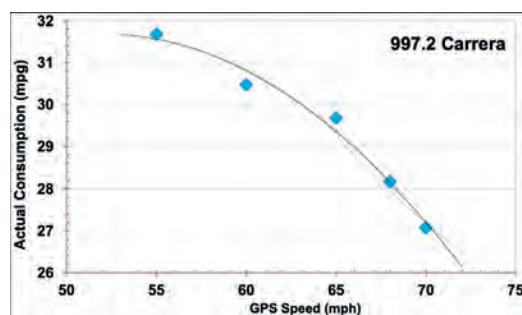
One of the nice things that happened when moving from a 911SC to a 996 was the onboard computer. I could see my gas mileage, average speed, etc. However, I found out that the indicated values were not completely accurate. On both my 996 and my current 997, the indicated MPG is actually higher than reality. To determine the true mileage, I divided the mileage travel between a fill-up by the number of gallons (as indicated by the gas pump register). I did this for the 4½ years I owned my 2002 Carrera (until it suffered IMS failure) and subsequently for my present 2009

Carrera. The first figure is for the 996.2 and the second is for my 997.2.

The graphs show my onboard computer indicated mileage vs. Actual Mileage, as calculated by dividing the mileage travel between a fill-up by the number of gallons (as indicated by the gas pump register). The 996 data shown is for 72 tank refills (21,850 miles & 956 gallons) and the 997 data is for 80 tank refills (24,820 miles & 1,061 gallons)



MPH	MPG
55	31.7
60	30.5
65	29.7
68	28.2
70	27.1




The faint dashed line indicates perfect accuracy of the onboard computer display. The equations show the linear regression analysis relationship between the indicated and actual mileages. As the equations show, the relationship between Actual and Indicated MPG is linear, but offset. For my 996, onboard computer read ~0.48 MPG too high. For my 997, it currently reads ~1.73 MPG high.

I have no idea why there is an offset. It would be interesting to see if the 991s, 992s, or other Porsches have similar offsets.

I also decided to see how mileage varied with speed. For each data point, I ran my base 997.2 Carrera on cruise

control for ~5 miles or more on a flat freeway section (I-8 east of San Diego) in 6th gear. I have no idea what the wind was, but the bushes on the side of the freeway didn't seem to be moving much, so I ignored wind effects in this set of measurements.

The figure shows the actual (not onboard computer indicated) mileage vs. actual speeds measured by GPS. The uncertainty in mileage is ~±0.2 mpg. It would be interesting to repeat this in lower gears to see (for you hypermilers) when to upshift for the best mileage. Likewise, it would be interesting to repeat this on slopes (e.g., between Villa de la Valle and Del Mar Heights) to see the effect of hills on mileage. 

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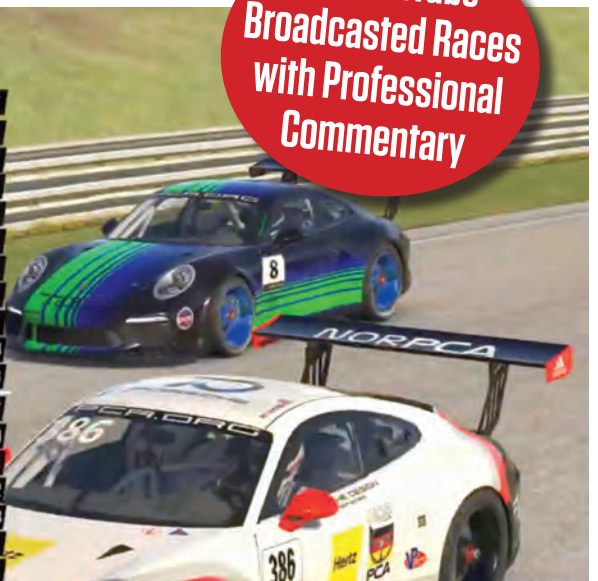


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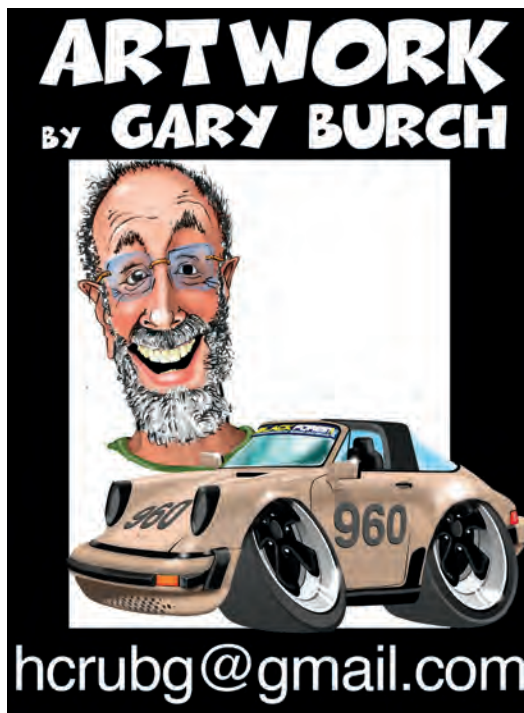


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PCASDR Short Takes

Articles by SDR members

Due to the quarantine, club driving and social events have ground to a halt. But not your passion for the Porsche brand! I asked our members to opine about their favorite Porsches and Porsche events, and you did not disappoint. Here are a few of the emails I received. Thank you all.

Susan Brown

Hi,

Thought I'd submit to the newsletter.

Despite everything going on, I finally located my dream Porsche, a 1985 911 with 117k miles. She happened to be in Montana so I had her shipped to San Diego, and little did I know what good company she'd have for the trip. Immediately, she went to the fine folks at Black Forest Automotive so they could work their magic with some regular maintenance. Now with a set of fresh tires I'm ready to put a lot miles on her, so look for me around town and at an upcoming in-person event when that's an option again.

I'd love it if you could tag my Instagram account (3.2zach) as I'm looking to make some Porsche friends in the area.

Zach Crutchfield



Susan,

It was November 2018. Malibu was burning. MALIBU! Buttonwillow Raceway was a cold 38 degrees for the final PCA-SDR Time Trial of the year. Waiting in the morning dew was my Lava Orange 911 in front of a matching sunrise.

Best,

Krylow



Hello!

I've long been a car guy ever since I could remember. My grandmother used to tell the story about how I'd lecture her to not drive over the train tracks fast or she'd ruin her shocks. I believe I was 5, and she drove a '77 Ford Granada.

My love of cars and motorsports has been with me ever since I can remember, and I've always loved Porsche. As a child, my Dad bought me a subscription to *Road and Track*, and I specifically remember the issue in 1986 that had the 959 on the cover. I was in awe (and lust).

Many years went by, and after college, when I started making better money, I went after a Speedster kit car but I never pulled the trigger. Years later, I would see Urban Outlaw and that put me over the edge. Shortly after that I met Mark Kinninger from Black Forest and he helped me buy my first 911, a copper brown metallic 1980SC that I still have today. A few years later, I was in need of a new daily driver and purchased a Cayenne diesel. And finally, in July of 2019, I was fortunate enough to purchase my dream car—a 997 GT3.

To say I'm a fan of the brand is an understatement, and I don't see it going away anytime soon. Please see some pictures attached.

1st Porsche - 1980 911SC

Favorite - too many, but my 997GT3 is my dream car

Current - 911SC, 997GT3, Cayenne diesel

Best regards,

Ed Quinn



Hi!

Dan Carusillo organized a Sunday drive in Porsches on April 5 with his socially distant friends Bruce Wing, Peter Czakowski, and me. Dan was nice enough to let me drive his SC. We used radios and were alone or with family in the cars.

Unfortunately, we didn't focus on pictures but here is one I snapped with my iPhone.

Use it if you can!

Cheers,

Frank Powell

Susan:

I'm the "second" owner of this amazing car... though with only 12,000 miles in 1982 when purchased in Connecticut it was barely broken in, so I've always thought of it as my "original-owner" car. I didn't visit the Porsche dealer intending to purchase a 911S. I actually was hoping to test drive the 944 (just introduced), but the dealer only had pre-purchased 944s on the lot. To avoid losing a sale, he showed me this car and let me drive it. Love at first sight and I drove it home!

We spent 2 more years on the East Coast before moving to California in 1984, Seattle in 1989, San Diego in 1996, Vancouver, BC in 2004, back to San Diego in 2006, Albuquerque in 2011, and finally back to San Diego in late 2015. While in Albuquerque I was introduced to Russ Kelso, owner of PMCI (<http://pmciinc.com>) who races Porsches, rebuilds engines, and sets up cars for the track. I had 325,000 miles on my Weissach then, and although it wasn't burning oil or other issues, I decided it was time to have the engine "properly" totally rebuilt (w/higher compression and a mild cam). Three years later back in San Diego, it was repainted at Custom Auto Body (no longer in business), the Weissach Fuchs wheels restored to their original glory, and fitted with an all new leather interior. In every case all finishes were critically restored to original Weissach specifications.

As my "every day driver" commuting rain or shine, I averaged 10,000 miles a year until I retired in 2019. Black Forest Automotive (San Diego) (<https://blackforestautomotive.com/>) has been outstanding with maintenance and a totally successful rebuild of my balky 915 gearbox. I give them credit for keeping the car in perfect order for the last 200,000 miles, fixing most issues before I was even aware of them.

I have all receipts and the "Certification of Authenticity" proving that I own one of the first limited edition series cars Porsche produced: 1980 911SC "Weissach Edition" (<400 sold). I strongly suspect I have the only 911SC Weissach Edition (or perhaps any 911SC) with as many miles and running and looking this good!

Since the body/paint/interior restoration, no less than 6 individuals (looking to purchase and resell classic Porsches) followed me until I stopped and offered me as much as \$80k cash. I laugh and I explain that my Weissach is already in my will and our 3 sons will ultimately decide who gets it!

Jim Macemon



Rappin' to a Dearly Departed Cayman

By Sara Gengler

T'was a day in May in 2017
I got Angela's email, what did it mean?

I think it's your Cayman, that was the gist
Follow this link that goes to Rennlist

My Cayman was nestled all snug in the garage
Could this be some sort of crazy mirage?

I guffawed and I chortled, what is this biz?
It's safe at home. That's where it is!

As I gazed at a picture of a Porsche with some chump
I realized it was my first Cayman on display with Lil Pump!

My Speed Yellow Cayman, not looking too dapper
Was wrecked in a crash by this crappy rapper

He was covered in tats from his head to his toe
With Gucci and dreadlocks, doncha know, bro?

It looked like my car went under a truck
And he tried to look cool but looked more like a schmuck!

I've seen him perform, this punk who's no singer
Just sat on the hood giving the finger

"I just crashed the Porsche ouu," he said
No remorse, no regret, not one bit of dread

Just six months earlier, it was kind of rough
To a nice young man I sold my cream puff

With exotic cars he found demand
In his car rental service in La La Land

One look at my cream puff, and he didn't think twice
\$18,000 was a very good price!

Branded Cayman S by a previous owner
His image-conscious customers included that stoner

"Rapper Buys Porsche Cayman, Promptly Wrecks It"
"Worth more than \$200K!" I knew was bull[expletive]!

Just one day before in his typical scam
Lil Pump showed off "his new car" on Instagram

"The youngest flexer on the [expletive] planet," he pled
"I know why they hate me. This is why they hate me,"
said the dunderhead

He pulled out a wad of cabbage while smoking a blunt
While the bills blew away in a publicity stunt

My car turned iconic to Lil Pump lovers,
So he featured my Cayman on two record covers!

As I stared at the image, it seemed so bizarre
But there on the windshield was "WE ARE SDR!"



Hi,

We bought our first Porsche this past October 2019, a black 2003 Carrera 911. We loved it from the first test drive. The car only had just over 35,000 miles on it. Practically just broken in. We immediately joined the PCA and then the San Diego Porsche club. Our first event was a backroads trip from Carlsbad to Borrego Springs. With about 126 or so Porsches going through the winding roads leading to our destination, we got a chance to drive our new car and appreciate all of the fantastic aspects of a Porsche, along with meeting with some of the nicest car people I've ever met. We've since gone to the the black tie gala in January in San Diego, and to many of the Sunday morning gatherings once a month, just to grab a cup of coffee, a pastry, and share a love of our cars with the other members. We are all booked for this year's Porsche Parade and can't wait to create new friends and memories. Buying my first Porsche wasn't just buying another car, it was a life-changing event that has sent me on a whole new adventure. We bought another Porsche in February for my wife, a black Cayenne S. That's another story for another time.

John Higgins

Photo with my wife Ellyn =====>

A Porsche to Wait

It was my parents' fault. I am not to blame.

Some will say that the 2.0l flat six is the best sounding engine Porsche built, and though it is sweet, I will argue that the closest sound a Porsche made to the glorious noise of the open exhaust Corvair buggy the Old Man built was the '73 T 2.4l with an Ansa exhaust that showed up in the driveway one day.

As a teen, there was sensory magic sitting in, well, wedged into the back detent Porsche called a seat. Feeling the car squat down, sensing the RPMs rising, hearing the engine howl, and listening to those exhaust pipes reel auditory visions of scaling trackless dunes as Dad rowed through the gears is indelibly imprinted on my being. Later, as a newly-minted legal driver, I found every excuse I could to run errands in that car, taking the longest route possible, of course. I always got curious looks from Mom whenever the five-minute drive to get the Chinese take-out took 30 minutes.

Unfortunately, it took 34 years before situations prevailed whereby I could finally afford the "luxury" of a Porsche. So, here it is, my '84 Carrera, in rubinrotmetallic and gray beige.

In spite of the years racing and driving karts, including Italian-engined direct drive setups, 125cc shifters, and single and twin 135cc Open nitro-methanol fueled beasties, the oft written, but ill-informed, reputation of the car's handling presented a large dose of hesitancy on my part to drive the car with any great confidence. This was solved with the three-day Performance Driving School put on by the PCA San Diego Region. That PDS course, and a subsequent autocross, has me in greater confidence and ecstatic joy whenever I now drive my modest Porsche.



Whether it be a simple cruise across Cabrillo Bridge and through Balboa Park in 2nd gear, listening to that mechanical cacophony echoing off the landscape, or driving through a good corner, feeling that inside front wheel lift, knowing exactly what the car is going to do next, driving these old Porsches is just about an unmatched pleasure as there can be.

Cheers,

Richard Shultz



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Bridgestone Winter Driving School

Article and photos by David Green

Over Presidents Day weekend, Karen (my wife) and I went to Steamboat Springs so I could attend the Bridgestone Winter Driving School (winterdrive.com) and she could spend some time on the slopes. While the school does not use Porsches, I was looking forward to using the skills I learned driving my Porsche.

After a full day of work on Friday, we flew to Denver on Southwest Airlines and landed around 11:30 PM. We rented an Audi A4 from SilverCar drove the three hours to Steamboat Springs through icy conditions, light snow, and abundant wildlife. We even had to come to a complete stop for a deer that was casually standing on the highway.

The next morning, with only a few hours of sleep, I walked over to the Bridgestone Winter Driving School headquarters, excited for the chance to do some sideways driving. Karen took a more reasonable approach and slept in before she headed to the slopes.

The Fifth Gear Two-Day Performance Driving Class had seven students, and started with the expected signing of forms and a classroom session, after which we piled into the van and headed out to the track. Surrounded by snow-covered mountains, we arrived at the large warming tent where we were split into teams of two and headed out to the first of two ice tracks.

The lesson started with threshold braking and weight transfer exercises focusing on safety. Each lesson built on the previous and prepared us for the next. Understeer, oversteer, weight transfer, and left foot braking were all covered. We got to compare the handling aspects of front-wheel drive (Camry), rear-wheel drive (86), and four-wheel drive (4Runner) vehicles. All the cars are stock current-year Toyotas with Bridgestone snow tires, radios to talk between the cars, and a switch that turns off all the nanny devices (e.g. traction control, ABS, etc.). The day ended with a van ride back to headquarters and a short classroom review.

Karen and I got cleaned up and went to dinner. She had a good time on the slopes and reported a perfect day (aside from a little trouble renting skis). We had a delicious dinner at the crowded Truffle Pig restaurant bar, including key lime cheesecake. The atmosphere was jovial. The couple that sat next to us got engaged that afternoon, so there was much celebrating. The few hours of sleep the night before and a day of concentration made for a relatively early bedtime.

The second day started with a short classroom talk and a van ride to the track. The instructors were in the car with us for the day. We started with some practice laps, building on the techniques that we learned the day before. The next step was learning counter turns (also known as the Scandinavian Flick or pendulum turn) to induce oversteer.



Karen Sparks and David Green warming up after a winter sleighride to dinner.

Understeer was a hopeless feeling, so the answer to that was to induce oversteer as it was still controllable and, as a side note, way more entertaining.

Next on the agenda was the reverse 180, a driving maneuver I wanted to learn since I was a child watching James Garner on “The Rockford Files.” The instructor did a couple of demonstrations, as I tried to memorize the steps. It was my turn and I accelerated in reverse to about as fast as the 4Runner would go (20 mph), took a deep breath and quickly removed my foot off the throttle, waited for the weight to transfer to the rear wheels and then turned the steering wheel to start rotating. I wanted to avoid the snowbanks on either side of the track, so I looked out the side window in the desired direction, waited to rotate past 90 degrees and then turned in the desired direction and shifted into drive. At this point, we were going forward, fortunately in the right direction, and I accelerated away. Maybe not as pretty as James Garner would have done, but as exhilarating as I had hoped.

Next up was a forward 180, which is a u-turn at speed like you would see on a rally video. This was done at a higher speed and leveraged the counter turn to start the rotation. Patience was the name of the game as it seemed to take the 4,500 pound 4Runner forever to completely rotate, but when it was facing the way it came, acceleration stopped the rotation.

The day ended with an autocross where we used the many things we learned. The autocross started and stopped in a box and began with a reverse 180 to get out of the box and into the first turn. The competition added a little pressure to all the things we had learned and even some entertaining trash-talking.

The dinner choice that night was Ragnar, which required a ride to the top of the mountain on the gondola and a mile or so traverse in an open sleigh pulled by a snowcat to get there. It was snowing pretty hard, so we cuddled under a pile of blankets to stay warm. It was a five-course menu and ended with chocolate fondue. The sleigh ride back was even colder, but a good experience.

In the morning, after a hearty breakfast, I headed out to the Audi, shoveled the snow off, and we drove the four hours back to Denver. The heavy traffic on the highway provided time to think about the things I had learned. I had scheduled the class in preparation for the Alcan Winter Rally (alcan5000.com) that took place later in February. Unfortunately, we were not able to participate in the rally, but I am glad I took the class as it will help when I take the Cayman S on the 2022 Alcan Summer Rally. 🦅



Perfect weather to learn car control at the Bridgestone Winter Driving School.

View from the Back

Article by Steve Eisler, photos by Greg Phillips

“Here are the keys to my car. Just drive it all week.” When I demurred, my brother said, “A car is just a tool. It’s just like a hammer. You wouldn’t hesitate to borrow my hammer.” Obviously, my brother, Don, is not a Porsche owner.

Porsche owners cherish their cars, cover them inside their garages, clean them compulsively and even name them! Even veteran PCA members, who have owned a succession of Porsches, still talk of their favorite Porsche and carefully protect and maintain their current cars. Whether you are an occasional attendee of PCA-SDR events or an avid member who has PCA event dates calendared months in advance, everything has changed now! No socials, no tours, no competitions. We have been 19’d. All we can do is look at our cars in the garage and prepare for the day that we are released and can again join the wonderful friends that we all have made through membership in the PCA-SDR.

I have been writing “The View from the Back” since March of 2017. My goal has been to encourage all members to take advantage of the clubs many programs and activities, and to highlight members who are learning proper car control through our varied driver education programs. This month I want to add a goal, to increase readership in the *Windblown Witness*.

We are all sheltering at home and looking for jigsaw puzzles to complete, TV series to binge watch, new books to read or projects around the house. How about reading the *Windblown Witness*? If you are a casual reader, try reading the whole thing. If you do read the magazine, have your associate member or significant other read it. How about your teenage children? If everyone reads the entire issue, you might find an event or activity that you are interested in attending once the meeting restrictions are lifted. Our Autocross and Driver Education programs started very strongly this year, and we hope that we can get even more members to experience proper driving techniques or review the techniques they have previously learned at our upcoming DE, AX, and PDS events.

Our first Driver Education/Time Trial (DE/TT) event of 2020 was held at Chuckwalla Valley Raceway, east of Indio, on January 25 and 26. The weather was beautiful, cool in the evenings and very comfortable during the day. We were pleased to welcome 16 students, including long time AX competitors Mark Bastain and Mike Thibodeaux, to the world of race track driving. This was the largest number of DE students we have seen in several years, and our cadre of instructors stepped up and provided individual instruction for all 16.

As usual, the DE students were in their own (Green) run group. They had specific exercises in the early sessions before they were allowed to proceed at their own pace. All DE driving is done with an instructor in your car! There is no timing and no competition, just learning. The fastest and most experienced drivers are in the Red group. They can pass anywhere on the track if the leading car signals or “points” the following car to pass. These folks have a tremendous amount of experience and trust in each other to allow passing under almost full racing conditions. The Orange group is for drivers that are not quite as fast or experienced as the Red group drivers. Finally, there is my group, the Yellow group. It includes drivers who have just completed DE, drivers of older or lower powered cars and drivers who do not yet have the skills to graduate to the Orange group.

The fastest drivers in Yellow were Sagar Dhawan, who did a 2:04.85 in practice, and Chris Keefer, who did a 2:06.74. In his first session on the big track, Mike Thibodeaux did a 2:20.09, and by the end of the day on Sunday, he dropped ten seconds to a 2:10.49 in practice. After one of the sessions, Mike and Christina found his car decorated with magnetic pictures of them that were party favors from their wedding! I was working on trail braking and trying to incorporate some of the control skills I learned in the Fast-Sideways program, and was very pleased with a 2:15.31, which was about the middle of the Yellow group.

February 22 and 23 found us at Willow Springs Raceway on the Streets of Willow track. “The Streets” is a short, very twisty track that has been likened to a long, higher speed Autocross. There were just 6 students in the Green group, so they could stay well-spaced and practice their skills without worrying about passing.

The Yellow group had 22 drivers led by Chris Lerch driving in Class SS07 who did a best practice time of 1:28.75. Mark Bastain did a best time of 1:36.84 in his second big track event. He improved his first session time by over 5 seconds at the end of the day on Sunday! I improved to a 1:32.82 in the timed runs, and was again in the top half of the Yellow group but still last in class CC08. I am still viewing things from the back of the pack, but I think the view is getting a little clearer!

The February 29 Autocross (AX) at SDCCU Southeast parking lot had 79 entries. Twenty of these entries were students who had volunteer instructors working with them the entire day. If you have not been to an AX, there are 4 practice sessions and 2 official timed sessions during the day. Everyone drives in two of the unofficially timed

practice sessions, one of the timed sessions, and works one complete session as a corner worker, flagging cars when necessary and replacing cones that have been knocked down. Our dedicated volunteer instructors drive their assigned sessions with their student as a passenger, and then ride with their student during the student's session. They also have to do their own corner working session as well as accompany (and train) the student during their session. Because these people are spending twice as much time on the track each day, I am including their names in the list of AX students.

The course map was the same as the layout used in June of last year, but, due to changes in the parking lot surface, substantial course modifications were made. The fastest time of the day was recorded by Murray Wunderly at 1:15.55. Students Connor Newton was 3rd in CC03 with a time of 1:28.00, Scott and Vern Norviel were 3rd and 4th in CC11 with times of 1:24.98 and 1:28.52, and Dave Aberizk was 3rd in CC12 at 1:25.25. Mike Daoud recorded a 1:23.94 in his Panamera S; Ruben Padilla did a 1:20.36 in a Carrera S; Chamilka Perera's Cayman S did a best of 1:29.19, and

Brian Wampler posted a 1:25.70 in a Boxster S.

Unlike these new AX students, this is the start of my 6th year of AX events. In past articles I have detailed some of the struggles that Kathy and I have encountered in our attempts to move up from the back of the pack. In December I spent a weekend of skid pad work in a program called FastSideways. I was just beginning to get the concept of car rotation at the end of the weekend, and was looking forward to more practice to help learn the skill that most other drivers seem to learn naturally, when the following sessions were cancelled. I was able to apply some of the lessons learned at this event and did a few 1:26's in practice. During the timed runs I became a cone-killer, with only one clean run out of five. My best time was 1:24.74, but I hit two cones, which added a 4 second penalty.

And then we were 19'd.

For Kathy and myself, our club involvement has come full circle. In 1976 we joined PCA-SDR and began receiving the monthly Panorama. Many of those magazines are on



DE Students Dennis Penn and Brian Swift in their passing exercise.




Tom Helvey stalking Steve Eisler at Streets of Willow

my bookshelf still in the original mailing envelope. We received the *Windblown Witness*, which I sometimes scanned but rarely read, and we attended 3 club social events in 36 years. Now that we all have the time, please read the whole magazine and make plans to attend some of the many events that will be offered once we are allowed to socialize again. Still on the schedule for the first weekend in June is our very popular Performance Driving School. The PDS is a full weekend of skid pad, accident avoidance, braking, and slalom skills exercises capped by an introduction to autocross. The goal is to make you a safer driver by teaching better car control and accident avoidance techniques. If you have not done any driver training since high school, this is an opportunity you must take advantage of. In addition, we all know that the stadium and it's parking lot will be demolished soon. This may be the last chance to experience the PDS in this huge parking lot.

In 2012 we took our 2011 Boxster Spyder to the last Sunday of the month club gathering. We were shocked at the number of friendly, interesting and genuinely likable people we met. Since then we have gone on tours, Mystery

Weekends, Awards Parties, Progressive Dinners, Tuesday Socials, Driving Schools, Autocrosses and Time Trials. In 2017 we enjoyed more than 40 days participating in PCA-SDR events! And now we have returned to 1976. Car is in the garage, Panorama arrives each month, but there are no events. No chances to meet the many friends we have made, no days of sunshine in the SDCCU parking lot, and no weekends at the track, where there is no TV, no news-casts and nothing to worry about except keeping your car on the track!

We are eagerly anticipating the resumption of PCA-SDR activities, seeing our friends in person, and meeting new friends who have decided to become active club members. Then your car can become a tool that not only provides transportation, but also promotes new friendships, new experiences and new opportunities for adventure. 

PCASDR Student Drivers and Instructors

January & February

AX Students –2/29

Dave Aberizk
 Andy Cowan
 Mike Daoud
 Miles Duncan
 Eugene Fields
 Kim Fowler
 Jim Hinrichs
 Michael Lanfreschi
 Jim Mazzola
 Connor Newton
 Scott Norviel
 Vern Norviel
 Ruben Padilla
 Chamilka Perera
 Gregory Steinbach
 Brad Stump
 Khang Vu
 Brian Wampler
 Elizabeth Wilbur
 Mick Yanoschak Jr.

AX Instructors –2/29

Tim Comeau
 Herb Meeder
 Shawn Flanagan
 Jad Duncan
 Blake Bastain
 Keith Larochelle
 Ryan McClune
 Scott Leslie
 Carl Vanderschuit
 Terry Barnum
 Charles Gillespie
 Murray Wunderly
 Martin Reinhardt
 Charlie Kleinhans
 Bill Behun
 W.T. Wong
 Brett Goldstock
 Charley Wolk
 Keith Rampmeier
 Sean Dynes

CHUCKWALLA DE Students 1/25-26

Ann Archibald
 Mark Bastain
 Thomas Beyer
 George Bollendorf
 Laura Cote
 Ryan Gibson
 Malcolm Hill
 Steven Levenson
 Lois Niven
 Paul Niven
 Travis Olsen
 John Owens
 Nicholas Rodriguez
 Micah Smith

STREETS OF WILLOW DE Students 2/22-23

Thomas Beyer
 Carson Berry
 Jack Habart
 Tom Jordan
 Dennis Penn
 Brian Swift

Tme Trial Students

Tim Ascough
 Mark Bastain
 Joseph Bussing
 Michael Chang
 Will Mahoney
 Nicholas Rodriguez



Pimp My Porsche

Article by *Eric Hanauer*

When it comes to vintage Porsches, there are three distinct schools of thought. One is the traditionalist view that miles should be kept low and the car should be preserved as it came from the factory. The second is that it's a personal car, made to be driven, and modified to the owner's whims. The third point of view, that it was made to be tracked, is beyond the scope of this discussion.

After fifty years of owning Porsches, I'm firmly in the second category. From my 1970 914, the only one I bought new, to my current ride, a 1995 Carrera 4, they've all been drivers. I put 245,000 miles on my 1971 911T Targa, before selling it to buy a Boxster.

Don't get me wrong. I'm a long, long way from Jay Leno's Garage budget. And I'll admit to being a mechanical klutz

who has had to hire out most of the work. But the underlying principle is that it's my car, a blank canvas, and I want to be happy and comfortable in it. It's evident that this approach negatively impacts its value when trade-in time comes along. However, for drivers, Porsches aren't investments. They are big boy (and girl) toys, meant to be experienced and enjoyed and driven.

Let's begin with the Targa. My first 911 was a bare bones 1969, but after a couple of years I lusted after a Targa with Fuchs wheels. After about a month of searching, I found a 3 year old 1971 911T, sepia brown, with a tan interior. As soon as I smelled the leather seats I was hooked, and paid the owner what he asked after a feeble attempt at bargaining. Before you kvetch about sepia brown, remember this was the 70s, and brown was in its heyday.

When I bought the Targa, it looked like this.



Here's my Targa after the respray.

What wasn't was the Blaupunkt AM-FM radio with its single speaker at the top of the dash. Over the 25 years I owned the Targa, I updated radios about every five years, and eventually mounted six speakers along with a graphic equalizer (remember them?). But major changes were coming. At 150,000 miles, my trusted Orange County mechanic told me it was time for a rebuild. About a year later, I decided the exterior needed to be brought up to the level of the engine. So I had it painted guards red, a shade so brilliant that it looked as though somebody had opened a vein and bled all over it. Remember, this was the 1980s and red was hot. Actually, I didn't get a single ticket while it was red, although I'd been busted several times during the sepia years. Can we write that off to maturity, or just blind luck?

While it was in the body shop, I had the front bumper guards removed, and all the chrome bits except door handles powder coated black. By the time I sold it, it had a Nardi steering wheel and sheepskin seat covers hiding the tired leather.

My current ride is a 1995 Carrera 4. The top image shows the way it was when I bought it. The lower image is the interior today.

After a ten year dalliance with Boxsters, I set my sights on a 993, the last of the air cooled Porsches. I fell in love with the second one I saw, a silver Carrera 4 with a blue interior. If I'd ordered it from the factory, it would have been in those colors. After all, silver was Germany's racing color before cars became rolling billboards. It had 98,000 miles, but that was OK because it wouldn't bleed trade-in dollars every time the odometer cranked. After the Targa experience, I was confident that a 100,000 mile 911 was barely broken in.

That's not to say this car was perfect. The wimpy headlights threw a puddle of pale yellow light on the road about 15 feet ahead. The original radio was a cassette model, and a rack for four cassettes was at the back of the center console. In the 90s, Porsche was sensitive to US government noise standards, and detuned the mufflers so the 911 sounded like a Buick. There was also the infamous SUV ride height of cars shipped to North America to meet crash standards.



A switch to HID headlights took care of the night driving capabilities. The black dashboard was a bit too funereal, so aluminum trim rings inside the instrument bezels added just a subtle touch of bling. Of course, the cassette holder had to go, replaced first with an open tray, then with (gasp) cup holders. The leather clad shift knob was getting tired, so I replaced it with an aluminum knob, which looked and felt better. In fact, it made the stock parking brake handle look so dated that I replaced that with aluminum as well. Then there was that kludgy four spoke steering wheel. After a sticker shock attack at the prices of 996 wheels, I finally found a reasonable one at a PCA swap meet. The three spoke wheel is just a bit smaller, looks and feels better, and allows easier viewing of the instruments. The driver's primary contacts with the car are the seats and the wheel, so that was important.

Next project was the sound. Darren Fister in Northern California works magic on stock mufflers. Stage II brings back the throaty rumble and the pops on deceleration that should have been there in the first place. Stage III is the same, except louder. I opted for Stage II. Darren ships the modified mufflers, and after installation the buyer ships back the old ones. Black Forest took care of the shipping and installation. Now it sounds like a Porsche should.

I got tired of fighting brake dust on the wheels, so I had them painted a flat gunmetal gray. That doubled the interval between washes, which I do myself. So far I've done nothing about ride height, despite the advice of the good

folks at Rennlist. The car won't be tracked, it handles well enough as a driver, and it's nice not to have to worry about driveways and speed bumps.

Perhaps the greatest affront to purists is the new stereo. A couple of years ago, Sony came out with a single DIN radio with a double DIN touchscreen, that does Apple CarPlay and Android, as well as the usual Bluetooth, USB, AM, and FM. I also had a backup camera installed. There's no CD player, but that's so 20th century. The unit seems to float in front of the dash. My iPhone fits in the ashtray and is connected with an Apple cord that's mostly hidden behind the screen. Magnets or clamps for iPhone navigation always seemed kludgy to me, so the larger screen and integration with the sound system brings a touch of 21st century technology to this Porsche classic.

Although I enjoy and appreciate viewing concours cars, I'm more of a cars and coffee guy. Wash it, fuel it, drive it. Concours preparation has always seemed like Saturday morning inspection in the Army.

Serious modders will read this and perhaps scoff at what little has been done so far. Preservationists might say this car has been ruined. Trackers might think it's a waste without a roll cage and dedicated tires and suspension. But Ferry Porsche left room for all of us back in Gmund, Austria, when he launched the prototype 356. And there's room for all of us under the PCA umbrella. Let's go driving. 🦅



The present interior after mods. The video screen seems to float in front of the dash.

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Membership

New Members

Ashley Andreoli
Carlsbad, CA
2020 911 Carrera S

Chris Ashburn
Ramona, CA
2018 718 Cayman S

David Bacher
Carlsbad, CA
1999 911 Carrera Coupe

Alyssa Joy Bautista
San Diego, CA
2017 911 Carrera

Beth Binger
San Diego, CA
2020 Cayenne

Chuck Christianson & Shirlee
Carlson
La Quinta, CA
2015 911 Turbo

Brian Clark
San Diego, CA
2009 911 Carrera Cabriolet

Jonathan Connor
San Diego, CA
1987 911 Carrera Coupe

Reid Coyne
Vista, CA
2008 911 Carrera S Cabriolet

Zach Crutchfield & Sam Ward
San Diego, CA
1985 911 Carrera Coupe

Alan Dela Pena
Chula Vista, CA
2004 911 Targa

Thomas Dukes
Escondido, CA
2019 718 Boxster

Edward Durfey
Encinitas, CA
2009 911 Carrera S

Joe Farries
San Diego, CA
2002 911 Targa Coupe

Danny Fisher
San Dirgo, CA
2010 911 Carrera S

Lucas Fornace
Encinitas, CA
1974 911

Logan Forthmann
San Marcos, CA
1985 944

Travis Francis
Oceanside, CA
2002 911 Turbo

May Guitteau & Trey Guitteau
Rancho Santa Fe, CA
2018 Cayenne SUV

AJ Halsey
San Diego, CA
2005 Boxster

Pajman Jassim
San Diego, CA
2020 911 Carrera S

Derek Kinninger
San Diego, CA
1988 911 Carrera Coupe

Jack Klosterman
Encinitas, CA
2014 Cayenne Diesel

Brent Knoblauch
Carlsbad, CA
2003 911 Carrera Cabriolet

Lee Kuwahara
Murrieta, CA
1972 911T Targa

Jose Ledezma
Indio, CA
1985 911 Carrera Targa

Tony Lee
La Jolla, CA
2013 Cayenne Diesel

Bruce Macneil
San Diego, CA
2020 911 Carrera S

Megan Mays-Sayre
Encinitas, CA
1978 911 SC

Ryan Milbourne
Vista, CA
1999 911 Carrera Coupe

Scott Mires
San Diego, CA
1963 356 Coupe

Mary Moore
San Marcos, CA
2013 Cayenne

Brad Myers
San Diego, CA
1965 356 Coupe

Connor Newton
Bonsall, CA
1999 Boxster

Kalvin Nhan
San Diego, CA
1995 911 Carrera 4 Cabriolet

Ruben E. Padilla
Bonita, CA
2007 911 Carrera S Coupe

Angel Pino
San Diego, CA
2016 911 Carrera 4S Cabriolet

Terrence Pirtle
San Diego, CA
1971 914

Marlon Rechberger
San Diego, CA
2015 911 Carrera GTS Coupe

Trenace Roley
San Diego, CA
2017 Cayenne Platinum

Kenneth Rosevear
Rancho Santa Fe, CA
2016 Macan S

Michael Salvacion
San Diego, CA
1991 911 Carrera 2

Roland Schwillinski
San Diego, CA
2019 911 Carrera S

Richard Sherman
Carlsbad, CA
1999 911 Carrera

Keely Simonson
San Diego, CA
2006 911 Carrera 4S

Theodore Slocomb
Poway, CA
2001 911 Carrera Coupe

Pitor Slusarz
San Diego, CA
1994 968

David Spencer & Kylee Spencer
San Diego, CA
2007 Cayman Coupe

David Tong
San Diego, CA
2006 Cayman S

Gary Trousdale
Port Huenum, CA
2000 Boxster

Sreenu Vemulapalli
Murrieta, CA
2016 911 Carrera GTS Cabriolet

Thomas Walker
San Diego, CA
2006 Boxster

Shawn Wass
San Diego, CA
2013 911 Carrera

Anniversaries

Five Years

Blake Boland
David Bonfante
Alan Bradshaw
Kary Clements
Todd Dokmo
Chris English
Suzanne Florence
Eric Franey
John Garrigan
Barbara Groth
Ray Hartmayer
Deborah Holland
Kurt Landeis
Amber Lockwood
Ian Mchenry
Nasr Mobin
Jim Nicholas
David Norris
Christopher Olstad
Ignacio Perez
Mark Pitcher
Roxanne Schonfeld
Scott Schubert
Keith Shoolbred

Harry Sullivan
Scott Winship
Robert Yaus

Ten Years

Wayne Aymar
Adriano Bortolin
Jim Mazzola
Kyle Nyswonger
Michael O'Halloran
Sean Ohara
Ray Rainer
Christopher Riordan
Philip Strong
Caleb Taylor
Wing Yip
Richard Yochum

Fifteen Years

Marilynn Boesky
Peter Czajkowski
Jeremy Deconcini
Jerry Freeland
Todd Larocque

Scott Marcus
Thomas Mercer
Douglas Miller
Katina Rondeau
Robert Rosenfeld Dr.
Dave Schmitz
Nick Smith
Mark Sturhann
Jay Tillson
Bob Topolovac
Ronald Trotter
Joe Yeates

Twenty Years

George Copelin
Kim Crosser
Richard Drewery
Steve Fox
Daniel Greci
Brian Henderson
Jerry Konchar
Mats Lindstrom
Robert Perlmutter
Jorge F. Robles

Twenty Five Years

Robert Baadilla
David Buhain
Jad Duncan
George Hauptman
Ian McIntyre

Thirty Years

Ed Bohorquez

Thirty Five Years

Clark Renner
Richard Somerville
Paul Young

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Billing Manager
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Vista, CA 92081
WitnessBilling@PCASDR.org

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