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

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Photo by Steve Eisler

WINDBLOWN WITNESS

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Windblown Witness

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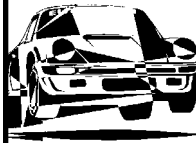
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From the President

Keith Verlaque
SDR President

What's happening in PCA San Diego Region?

The same restrictions on “non-essential” gatherings prevail so, once again, PCA-SDR activities are minimized. In order to do everything possible to avoid a resurgence of the virus, it is still critical that we remain vigilant and do whatever we can to try and ensure that we avoid a return wave of increased occurrences.

A suggested mindset for SDR members this month, with respect to our events, is to “BE PREPARED.” I am specifically referring to not only staff members getting SDR events ready to go as soon as we are given the green light to do so—I think it would be foolish to wait until given the go-ahead and to then start planning events and activities—but also to members deciding to participate and to be prepared to give our events a try. I intend to task event chairs with doing the legwork to set up events with everything except the actual event date in place. This does mean there might be more work but the payoffs in terms of getting back to business as usual quickly could be significant. The club organizers are fully aware that members cannot attend every event we put on because we all have full lives and are busy with other priorities.

I recommend SDR members go to our website www.pcasdr.org and then to the “What’s going on” drop-down menu on the front page and check out the “Events and Activities” page. I suggest examining what events our region puts on and selecting a few that you might be interested in trying. This recommendation is especially for new members who have joined SDR this year, as you guys have had a somewhat raw deal due to everything being on hold. At SDR we really can show you ways of getting significantly more enjoyment out of your Porsche than you may realize, and experiencing the camaraderie of our region. Please watch out for e-mails from the club and our calendar closely as, when permitted, we are still planning on having a New Member welcome event at which all members are welcome to come along to meet and socialize with members who have joined recently.

On our website, there are several posts on the “Articles” page under the “What’s Happening” dropdown menu, one of which is titled “The Porsche Effect.” This details a once-in-a-lifetime visit from the Porsche factory who brought 28 historically significant cars from their collection of over 600 pristine, restored vehicles in the Porsche Museum in Stuttgart to the Petersen Museum in Los Angeles. If you were unable to go, or simply missed this exhibit, this is an opportunity to get a fairly thorough look at what Porsche chose to display.

For those interested in short videos, the following link is to a 3:30-minute video on “Top 5 most thrilling Porsches on track: <https://www.youtube.com/watch?v=tAEtBAIRkHs>. Some of these cars appear in the “Porsche Effect” article mentioned above.

The “Porsche Field of Dreams,” a non-competitive SDR social event intended to gather as many Porsches as possible, is still being considered to be held this fall, assuming that the current social restrictions will be lifted by then. The premise is to get as many Porsches of every model, every year, and every condition on display on one golf course at the same time. More details to follow.

What Recently happened in SDR?

Autocrossers: For those of you who have, until recently, enjoyed taking your car out to the SDCCU Stadium and getting to learn what it feels like a little nearer to the limits of its handling performance, all is not completely lost in terms of keeping our venue...yet! Although the stadium has been sold and is imminently due to be torn up and redeveloped, it just *might* still be available for our autocross for a while longer. Without wishing to get our hopes up, we can tell you that the stadium staff has requested a list of dates from SDR on which we would like to autocross for the last half of this year. It may all come to naught, but there is still hope!

HOT NEWS: The PCA-SDR Goodie Store has many new items now available, and is in the process of bringing you “WE ARE SDR” stickers intended for use on the outside upper left corner of your Porsche windshield (per below). These will enable you to show your region colors and to recognize other SDR member when you see them on the road. Check the Goodie Store at rhonda.logowearcompany.com/ regularly for price and availability.

Please look on any page of our website and “SEEK THE GREEN.” The green text found on every page is to enable you to ensure that the contact info that the club has on file for you is current. This link takes you to a page where members can check and update your e-mail address and mobile phone number if necessary. I am constantly surprised how many of our members’ e-mails are returned because we have old obsolete contact data in our database.

Keith Verlaque.

Who are we? WE are SDR !!



Show Your Colors!



Proudly show your PCA region colors with your [WE ARE SDR](#) windshield decal and recognize other PCA-SDR members on the road!

Swing by the PCA-SDR [Goodie store](#) at rhonda.logowearcompany.com and buy your windshield decal today.

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

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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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May Board Meeting

Minutes – PCA-SDR 2020 Board of Directors Meeting 05-05-20

[Meeting conducted via Zoom video conference due to COVID-19]

Attending – 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: 7:04 P.M.

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

Note: 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.

PRESIDENT (KV):

SDR Board of Directors (BoD) does not want to put any PCA members health at risk due to the current COVID-19 pandemic. This has resulted in the cancellation of many events. The primary function of this meeting is to review the events calendar to discuss upcoming event cancellations.

At the March BoD meeting it was agreed by the board to cancel the following regular monthly social events until further notice:

- Cars and SDR
- Autocross
- Last Tuesday Social evening
- Additionally the Mystery Weekend and California Festival of Speed have both been canceled.

Cancellation of two events were voted and approved by BoD via email since the April BoD meeting:

1) 17th May Back Country Driving Tour – Canceled – Voted and approved by BoD.

2) 30–31 May DE/TT WSIP – Canceled – Voted and approved by BoD.

Board meeting venues: May 5 = ZOOM conf-call, June 2 = Suggest ZOOM?, July 7 = Vault? Jul 7 = ?Ingalls

Parade – has been formally cancelled.

Porsches and Pours (sponsored by Mirage International) – will be rescheduled. Date to be determined.

Porsches and Parks (sponsored by Porsche Carlsbad) – has been rescheduled for Aug 22–30. This date range was voted and approved by BoD.

La Jolla Concours – has been rescheduled for Sept. 19 – Voted and approved by BoD.

Mystery Weekend (sponsored by Porsche Carlsbad) – has been rescheduled for Oct 24–25

Ballet at Spreckles Theater – has been rescheduled for Nov. 6th.

Misc:

- Spring 2020 Performance Driving School – CDI/ board discussion regarding status is imminent.

- Re: advertising on SDR web site – An individual submitted a request for external advertising on www.pcasdr.org website. It was agreed by BoD that this will not be permitted. Further, SDR has no control over external links from our web site.

- Goodie Store Proposal – Goodie Store team has submitted a proposal to BoD – discussion is imminent.

- Server issue: www.pcasdr.org website discussion re: issue of retaining our current server with our current PHP5 in addition to the proposed new server with PHP7 – offline discussion due, which will be followed by a proposal to BoD.

- Congrats to Susan Brown for sending out a request to members for Witness articles – there was a fantastic response from members! Thank you to all who contributed articles.

- Charity Chair – We still need to fill this position – suggestions/volunteers?

- 2020 Sponsorship Status: All 2019 sponsors have been contacted. A message to 2020 sponsors is being drafted; the intent is to notify sponsors that we are considering ways to continue their current sponsorship possibly into 2021 as a gesture of thanks for getting involved in 2020. Proposals to be discussed by the board offline. KV

will draft a presentation to be submitted to BoD.

- PLEASE consider ALL SDR events as being sponsored. Advertising has been paid for. Sponsor logos must be used in event ads, on the calendar, and MSportreg.com. We have two sponsor banners. At least one must be displayed at ALL AX and track events.

- If any member is not receiving the monthly President's message or not receiving e-mail from PCA, they should go to www.pcasdr.org, then to the drop-down menu below "Our Club" on front page to find "Update your e-mail address."

- Porsche Field of Dreams: (KV) – This will be a totally non-competitive event – At March BoD mtg. the BoD requested a formal proposal – no progress to date. The intent is to hold it in Fall of 2020.

- Name Badges – We still have six 2020 name badges: Noerenberg, Bodine, Burch, Yip, Tom Gould, Matanza.

SECRETARY: (Mike Miller) – Approve March Meeting minutes – Voted and approved by BoD.

TREASURER: (Gisela) – Present Treasurer's Report. 2020 budget. Voted and approved by BoD.

NEW BUSINESS: Witness (Susan Brown) – Copy requested for upcoming Witness editions.

CHAIR REPORTS

CDI's: (Anastasia) – CDI's have decided to cancel Spring Performance Driving School due to COVID-19.

Goodie Store: (Rhonda S.) – Proposal submitted to BoD for review. Board approval requested.

Website: (Bev Gould) – Website update presented regarding retaining the PHP5 server as well as the new PHP7 server.

La Jolla Concours: (Tom Brown) – Has been rescheduled for Sept. 19 – Voted and approved by BoD.

Social: (Victoria) – Update provided re: upcoming social events:

- Porsches and Pours (sponsored by Mirage International) – Will be rescheduled. Date to be determined.

- Porsches and Parks (sponsored by Porsche Carlsbad) – has been rescheduled for Aug 22-30. This date range was voted and approved by BoD.

- Mystery Weekend (sponsored by Porsche Carlsbad) - has been rescheduled for Oct 24-25.

- Ballet at Spreckles Theater – has been rescheduled for Nov. 6th.

Autocross: (Keith V for Bill B./Jerry B.) – We believe that we will be able to secure AX dates for later this year. Bill B. will keep BoD apprised.

Tech Session: (Julie Ngo) – Not present, no action.

Off Road Tours: (Garret Guess) – Not present, no action.

Driving Tours: (Rick R.) – Sunday May 17th tour has been cancelled due to COVID-19.

TT-DE: (Greg P./Mark R./Steve G.) – No new business.

Membership: (Lana Gill) – Primary: 1,799, Affiliate: 1,028, Total: 2,827, renewals: 102, non-renewals: 29, (+23 from last month).

OTHER BUSINESS / ANNOUNCEMENTS: None.

Next BoD meeting:

Date: TUESDAY June 2nd Location: PROPOSED:
Via Zoom conference call due to COVID-19.

Adjournment of May 2020 Board Meeting: 8:50 P.M.



June Board Meeting

Minutes for PCA-SDR 2020 Board of Directors Meeting 06-02-20

[Meeting conducted via Zoom video conference due to COVID-19]

BOARD MEMBERS, EVENT CHAIRS, AND VOLUNTEERS MAY CALL IN TO ATTEND

Attending – Board members: Keith Verlaque, Tom Brown, Gisele Gonzalez [not in attendance], Mike Miller, Mike McGowan, Ulrick Matsunaga, John Straub, and 2020 Board Advisor Victoria Varon. Quorum required.

Call to Order: 7:05 P.M.

NOTE: All events (PCA-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 BoD after the event to show budgeted vs. actual costs. No chair or committee shall finalize event profits/expenses (including free entries) without BoD approval.

PRESIDENT (KV): PCA-SDR Board of Directors (BoD) does not want to put any PCA member's health at risk due to the current COVID-19 pandemic. This has resulted in the cancellation of many events. The primary function of this meeting is to review the events calendar to discuss upcoming event cancellations.

- At the March BoD meeting it was agreed by the BoD to cancel the following regular monthly social events until further notice: Cars and SDR, Autocross, Last Tuesday Social evening. This status remains in effect.

- At the May BoD meeting the CDIs requested that the Spring 2020 Performance Driving School (PDS) be cancelled. In addition, the Driving Tours Chair requested that the May 19th Back Country Driving Tour be cancelled. The BoD voted and approved both cancellations.

- PLEASE NOTE - PCA-SDR events can not be held without a BoD approval by vote – each event will be assessed based on event specifics and Government/State/City imposed restrictions, if any.

- Out of Board meeting votes since May BoD meeting: None.

- La Jolla Concours has been rescheduled to 19 – 20 Sep – Voted and approved by BoD.

- Ballet at Speckle's Theater has been rescheduled to 6 Nov.

- Eastlake River Walk: This informal car show was planned for Sun. July 19th, 5– 7pm. It has been cancelled.

- Congratulations to Susan Brown for sending out a request to members for Windblown Witness articles – We received a GREAT response!

- Charity Chair – We still need a replacement for this position.

- A 2020 Sponsorship Message to all PCA-SDR 2020 sponsors is still being drafted; the intent is to notify sponsors that we are considering ways to continue their current sponsorship possibly into 2021 as a gesture of thanks for being involved in 2020. Proposals will be discussed by the BoD off-line and the message will be approved by the BoD prior to sending. More information will follow for BoD members.

- Please consider ALL SDR events as being sponsored. Advertising has been paid for by the sponsors. Sponsor logos must be used in event ads, on the calendar, and on MSportreg.com. We have two sponsor banners. At least one must be displayed at ALL AX and track events.

- If you are not receiving the monthly Presidents message or are not receiving e-mail from PCA, go to www.pcasdr.org, 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 is to be a totally non-competitive event. At the March BoD meeting the BoD requested a formal proposal – a site vendor e-mail was received with further questions – no progress to date. Will consider a date and return with a proposal.

SECRETARY: (Mike Miller) – Approve May meeting minutes. Vote deferred to next BoD meeting to allow all BoD members to review.

TREASURER: (Gisela) – Preset Treasurer's Report - 2020 budget: Treasurer not present. Deferred to next BoD meeting.

CHAIR REPORTS

SDR Concours: (Spanish Landing) (Tom Brown) – Scheduled for October 3rd. Zone 8 representatives have decided that there will not be a Zone 8 concours series this year due to COVID-19 cancellations.

Website: (Bev Gould) – The PCA-SDR website move to a new server has been completed. Also, new security features were added.

Social: (Victoria) – Update social upcoming events. Porsches and Pours (sponsored by Mirage International) rescheduled to July 18th. Victoria will plan a “Last Tuesday” social function to be conducted via Zoom.

Autocross: (Bill B./Jerry B.) – Not present. Dates not yet obtained for 2nd half 2020 AX due to COVID-19.

Off Road Tours: (Garret Guess) – Not present, no action.


Membership (Lana Gill): [This Year/ Last Year] Primary members: 1774/1783; Affiliate members: 1018/1022; Total Membership: 2792/2805; renewals: 85/55, non-renewals: 34/37; Renewal rate: 71%/60%; New members: +12/+12; Junior members: 78/79.

Tech Sessions (Julie Ngo): Not present, no action.

ANY OTHER BUSINESS / ANNOUNCEMENTS:

- A signed COVID-19 waiver will be required for all members by PCA National for all events.

Next BoD meeting – Date: Tuesday July 6th. Location: PROPOSED: Via Zoom conference call due to COVID-19.

Adjournment of June 2020 BoD meeting: 8:35 P.M. 

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July Board Meeting

DRAFT Minutes for PCA-SDR 2020 Board of Directors Meeting 07-07-20

[Meeting conducted via Zoom video conference due to COVID-19]

BOARD MEMBERS, EVENT CHAIRS AND VOLUNTEERS MAY CALL IN TO ATTEND

Attending – Board members: Keith Verlaque, Tom Brown, Gisele Gonzalez, Mike Miller, Mike McGowan, Ulrick Matsunaga, John Straub, and 2020 Board Advisor Victoria Varon (all present). Quorum required.

Call to Order: 7:09 P.M.

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

PRESIDENT (KV): PCA-SDR Board of Directors (BoD) does not want to put any PCA member's health at risk due to the current COVID-19 pandemic. This has resulted in the cancellation of many events. The primary function of this meeting is to review the events calendar to discuss upcoming event cancellations.

- At the March Board meeting it was agreed by the BoD to cancel the following regular monthly social events until further notice: Cars and SDR, Autocross, Last Tuesday Social evening.

- At the May BoD meeting the CDIs requested that the Spring 2020 Performance Driving School (PDS) be cancelled. In addition, the Driving Tours Chair requested that the May 19th Back Country Driving Tour be cancelled. The BoD voted and approved both cancellations.

- At the June Board Meeting it was accepted by the board that the La Jolla Concours had been RESCHEDULED, the Ballet has been RESCHEDULED and the Eastlake Riverwalk Car show had been CANCELLED.

- The above cancellations remain in effect.

- PLEASE NOTE – PCA-SDR events can not be held without a BoD approval by vote – each event will be assessed based on event specifics and Government/State/City imposed restrictions, if any.

- Out of Board meeting votes since June meeting: None

- Plan for return to holding SDR events: Informal recommendation – Event Chairs could plan events in detail other than dates, so that events are quick to resume once we are able to again hold them.

- PCA COVID-19 Waiver: Signed waivers are currently required for all PCA events. Please do not forget once SDR events resume! A copy of the waiver is on SDR's web site.

- Porsche Field of Dreams: (KV) – This is to be a totally non-competitive event. At the March BoD meeting the BoD requested a formal proposal – a site vendor e-mail was received with further questions. Per correspondence with the site vendor, the event will likely be held near the end of 2020. A formal proposal for the event is pending.

- A 2020 Sponsorship Message to all PCA-SDR 2020 sponsors is still being drafted; the intent is to notify sponsors that we are considering ways to continue their current sponsorship possibly into 2021 as a gesture of thanks for being involved in 2020. Proposals will be discussed by the BoD off-line and the message will be approved by the BoD prior to sending. More information will follow for BoD members.

- Please consider ALL SDR events as being sponsored. Advertising has been paid for by the sponsors. Sponsor logos must be used in event ads, on the calendar, and on MotorSportreg.com. We have two sponsor banners. At least one must be displayed at ALL AX and track events.

SECRETARY: (Mike Miller): May minutes were voted and approved. June minutes required a minor revision and will be emailed to BoD for approval vote.

TREASURER: (Gisela) – Present Treasurer's Report. 2020 budget. Financial position is solid. Bottom line is that we expect 2020 to be a "break-even" year for income vs expenses. Treasurer's report voted and approved by BoD.

CHAIR REPORTS

Autocross: (Bill Behun) – SDCCU Stadium Update. Beginning September 1, 2020, the west lot will close permanently. Future events will be at the southeast lot. "Preferred" dates for future AX's have been requested from the stadium. A response is pending.

Charity: (Bev Gould) – A Virtual Food Drive is being

coordinated in conjunction with San Diego Food Bank. The event was voted and approved by BoD. Bev will be the focal point for SDR. SDFB will provide a URL, and SDR members will be able to donate through the URL. SDR will establish a donation “goal” and will be responsible for promoting the event to members.

Concours: (Tom Brown) – Event date confirmed: Saturday, October 3rd (subject to authorities permitting the event, due to Covid-19). Sponsored by Porsche San Diego.

Archivist: (Tom Brown) – Fictitious business names “PCA-SDR” and “SDR” were renewed (5-year renewal).

Policy Chair: (Tom Brown) – Formal policy procedures are being revised/updated to account for use of technology, such as holding meetings via Zoom/video or other electronic media, when necessary. Proposed changes have been submitted to the BoD for approval.

Website: (Bev Gould/Tom Brown) – Website update: All SDR programs have now been migrated to the new server.

Nominating Committee: (Tom Brown) – The committee met via telephone on 7/6/20 to discuss BoD candidates.

Tech Sessions: (Julie Ngo) – Holding a “virtual” tech session at Völlig Autowerks is being discussed/planned.

Social: (Victoria V.) – Updates regarding planned events:

- New Member event Porsches and Pours: Events have been cancelled due to Covid 19 restrictions. They will be rescheduled when it is possible to hold such events.

- Porsches and Parks [Sponsored by Porsche Carlsbad]: A vote was held to cancel the event for 2020. Approved. Voted and approved holding the event in April 2021 (April 17).

Membership: (Lana Gill) – July total SDR membership: 2,732; Primary members: 1,759; Affiliate members: 1,014; Renewed 90, non-renewed: 45. New members last month: 14. Lana informally proposed sending a digital new member packet instead of the current mailed one. Additional name badges will be now sold/distributed via the Goodie Store, rather than via MotorsportReg.

ANY OTHER BUSINESS / ANNOUNCEMENTS: None

Adjournment of July 2020 Board Meeting: 9:14 P.M.

Next BoD meeting – Date: Tuesday August 4th Location: PROPOSED Via Zoom conference call due to Covid-19.



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A Palomar Mountain Driving Experience - 997 GTS Encounters a 914-6

Article and photos by Dave Westendorf

Living in San Clemente, there aren't very many places to exercise my 2011 Carrera GTS and enjoy a back country, two-lane drive. I-5 goes north and south and Camp Pendleton is on the east with no public roads. To get away from the freeway to the east and have some driving fun, I either have to go north to Ortega Hwy or south to Hwy 76 in Oceanside. Both routes lead to some fantastic roads, with the Ortega itself being one of the best. However, the Ortega and most eastern Orange and San Diego county roads are usually too busy to have some serious fun—unless, one goes early on a Sunday morning. So this narrative involves an early Sunday morning drive by myself, with an encounter that was totally unexpected.

I left on this particular drive at 5:30 on a Sunday morning last fall, going north to Hwy 74. It was still dark on the Ortega, but without encountering much traffic, it was still a fun drive with the long gradual climb to the Lake Elsinore overlook followed by the rapid, technical decent into town. The sunrise overlooking Lake Elsinore was spectacular.

I left 74 at I -15, drove south to Temecula and took Hwy 79 east to Aguanga, then 371 north back to rejoin 74 in order to avoid going through the stop & go streets of Hemet. Hwy 371 is a spectacular drive on a very good road. It rejoins 74 just east of Anza, which then ends up in Palm Desert. The eastern section of Hwy 74 is also a good road, but has more

traffic, even early in the morning, than 371. The view overlooking Palm Desert is similar to that over Elsinore and the technical, twisty downhill into town is also a lot of fun.

In Palm Desert, I took Hwy 111 east past the manicured golf courses of Indian Wells and La Quinta, through the vegetable fields, date palm groves, and vineyards of Indio, Coachella, & Thermal, then connected with Hwy 86 south toward the Salton Sea, which ultimately passes through Brawley, El Centro and terminates on I – 8. Hwy 86 is a very nice, straight four lane divided road with minimal traffic, which lends itself to some high-speed driving possibilities. Fortunately, I didn't encounter any police presence, so that part of the trip was without incident. I Left 86 at Salton City and took State Route S22 west called Borrego Salton Sea Way. It is straight, but fun with a lot of dips and rises and ends in Borrego Springs. From there I went south on Borrego Springs Rd, turning right on Yaqui Pass Rd, which connects to Hwy 78 and from there into Julian.

It was mid-morning when I got to Julian, so time for a great breakfast of apple pie and coffee outside of Julian in Santa Ysabel at the Julian Pie Company. The hot apple pie a la mode and coffee hit the spot, as I needed a rest from a couple of hundred miles on the road. Hwy 79 goes north from the Julian Pie Company and intersects in about ten miles with Hwy 76. Immediately on the right after turning west



on 76, Lake Henshaw comes into view, which was spectacular with Mt. Palomar reflecting off the flat stillness of the lake on a windless morning.

The best part of the entire drive is on Palomar Mountain itself, which from the east is accessed via East Grade road which intersects with Hwy 76 at the west edge of Lake Henshaw. This is a classic Porsche road and forms the basis for this story. About a mile onto East Grade Rd, there is a viewpoint pullout overlooking Lake Henshaw. I pulled in to take a picture of the lake and found a 914 sitting in the parking lot with the driver looking at his phone. I took


my pictures, and commented on his car. He didn't have a lot to say about it except that it was a 1970 model that he had owned for many years. It didn't appear to be a beater, nor was it pristine. It just looked like a well driven, fifty year-old car. He was getting ready to depart and I thought to myself, "I can't let this guy get in front of me, because I don't want to be slowed down by a car that I know is slower than my 2011 Carrera GTS. I pulled out in front of him and proceeded to use all my driving capabilities negotiating the quick turns & short straights with my car in Sport Plus mode, and PASM engaged. I figured I would be well in front of the 914, but when I looked in my mirror after



a few minutes, the guy was not more than a few yards off my tail. I was shocked and put a little bit more speed on the straights, with a little more late-braking and throttle through the turns, but couldn't shake the blue 914. I decided to stay in front of him until we got to the top of the mountain and made the left turn on to the much more technical, steep downhill of the west side. As I pulled over to let him by, he gave a slight wave as if to begrudgingly acknowledge me for getting out of his way. It was then that I saw that it was a 914-6 and not an ordinary 914, even though it was completely stock in every external way. I started following him down the steep road and he left me in the dust. Now, I think of myself as a pretty good driver, having attended a Derek Bell Porsche school at Sonoma, a Skip Barber 3-day Formula Ford school with Vic Elford as one of the instructors at Laguna Seca, in addition to driving my own car on Willow Springs, Buttonwillow, and in many PCA-SDR autocrosses. These all occurred over the years, and I don't think of myself as a "Hot Shoe," but still pretty damn good. This guy in the blue 914-6 taught me not to judge a driver by his car, nor to think I'm invincible when playing around with someone on a technical road like those on Palomar Mountain. It was great fun, and my only regret was not being able to talk to the other driver

after we finished with the mountain and compliment him on his performance. If he is a member of PCA-SDR region and reads this, he will remember the experience.

As I completed my trip home via Hwy 76 through Pauma Valley, Pala, and ultimately Oceanside, I couldn't help but smile and remember the experience when I got beat by a better driver in a lesser car.

Since that trip I have done one more, on a Sunday in late April on Covid-19 deserted roads. I did this one in reverse of the one described above, starting on Hwy 76 in Oceanside, and drove Palomar mountain from west to east on an absolutely deserted road. I didn't meet a single car on either part of the mountain and I just enjoyed the experience, dreaming about how fortunate I am, driving a fabulous car, but unfortunately, without the competition of an old blue 914. After winding my way north to I-15 in Temecula, I ended up driving Ortega Hwy home from Lake Elsinore, and even the traffic on that road was light enough to let me stretch the GTS's capabilities. To paraphrase a saying about living at the beach, "If you're lucky enough to drive a Porsche, you're lucky enough." 

My Journey Home

Article and photos by Ethan Côté



Throughout my years I have always been a car guy, but more of a blue-collar car guy than a Pcar guy. In total I have owned over 20 cars, 3 vans, 3 SUVs, and 2 motorcycles. Currently, I daily a 2011 Porsche Cayenne base V6, and my wife drives a 2010 BMW 328i. While we love our garage babies now, I haven't always driven Porsche, or even German for that matter.

My first car was a '95 Plymouth Voyager with the neat little front sun visor and a small wing in the back. From there I made a big leap into a '96 Ford Escort with a standard transmission. When that car was wrecked by a snowplow after having owned it for only two years, I purchased my first car-car with the insurance money—a 1998 Cadillac DeVille. I loved that car. It had the Northstar V8 engine and a vogue top. Not only could I beat cars off the line, I could do it comfortably removed from the noise and vibrations of the road, quietly tucked away in my fortress of leather and foam.

But being a young kid with an empty wallet made me realize a few things about car ownership. For starters, cars could be expensive to maintain unless you knew how to care of the vehicle on your own without a shop. I was lucky enough to have an engineer for a father, who just also happened to have a fully stocked garage with every tool I'd ever need to fix, repair, or replace any component on any of my vehicles. And so my journey into car obsession began.

After driving my DeVille for only a few months, I sold it and bought a '99 Pontiac Grand Prix, which I sold soon after and bought my first Buick. A few months later, I sold my Buick and bought my second Cadillac—a 1998 SLS, another gorgeous car. I loved that car and swore I'd always be a Cadillac man from that day forward. But as anyone who has ever owned a Caddy will tell you, it had its problems. Sometimes they were small. Other times the transmission would fail or a wheel would fall off. No kidding! I got out of that as soon as I could, but not before I bought my first Jaguar.

I had been out for an afternoon with a friend looking at old imports at a small lot in my hometown. We had just returned a beaten up '86 Porsche 944 to the lot after taking it out and throwing it around a while. It was my first taste of a real driving experience, but I wasn't comfortable taking on such a large project at the time. The seats were about the only thing left inside the car, and the exterior wasn't much better. Before we could even drive it off the lot for a test drive, we had to work with the owner to swap out the tires, change the battery and check fluids, etc. prior to starting it up. I just wasn't ready for that kind of commitment. All I could see were dollar signs and my exasperated dad not wanting to waste all of his free time fixing up my beater project.

It was on the way home from the lot that I just happened to drive by a 1986 Jaguar XJ6 for sale by private owner on the side of the road. \$1000 cash and about 20 minutes later, it

was mine. What I didn't realize at the time was, though the vehicle was in fantastic shape (looked nearly new inside, no exterior damage aside from some sun-fade) and drove like a brand new car, this was a British vehicle, and these vehicles were not like my Cadillacs, Ford, Pontiac, or Buick. Working on this car was a little more than a nightmare. Parts were expensive and hard to come by, everything worked like an assembly line to fall apart one right after the other. It wasn't long after I traded it straight-up with a friend for his 750cc 1987 Honda Magna, which I later traded to another guy for a 1984 Ford Bronco with aftermarket remote start.

Fast forward through a few more years of buying, trading, and selling everything from another Cadillac Coupe DeVille, to a few more Buicks, to Lexus, to a second Jaguar (this time a 1994 XJ8), to another Minivan. I drove them all. I loved most of them. I fixed all of their problems, changed their belts and coils, gassed them, cared for them, and sold them off. This continued until early 2013.

In Spring 2013 I had promised myself that I would drive my then-daily (a 2002 Buick Century) into the ground before making any new purchases, when I was in a bad accident. A lady ran a red light as I was turning left onto a major roadway. As luck would have it, I t-boned her instead of the other way around as she would have likely killed me in the impact. Nevertheless, that day I took notice of the mechanisms in my car that potentially saved my life. And, because there wasn't much left to the front of my car, I was out on the search for another car, again.


I eventually ended up in a Jeep. I had always liked Jeeps. My friend had owned a few old Cherokees and had loved every one of them. I purchased a well-loved 1998 Jeep Grand Cherokee and meticulously went through everything (with my dad) to bring it up to date and to ensure it was road-worthy for a cross-country trek through mountains, desert, and whatever else I might find along my way to California from the Midwest. However, despite the TLC and attention the Jeep was given prior to take-off, I blew a head gasket going through the mountains on my way from Las Vegas to Los Angeles. My poor Jeep limped along for a few weeks upon my eventual arrival into San Diego before I found someone willing to trade me their beat up 1999 BMW 323i in an even trade. That was a moment that forever changed my life.

Even with such an obviously abused BMW, I had finally found what I was unknowingly searching for through all those years of trading, buying, and selling of vehicles – the driver's experience! It wasn't long until I traded my 323i in for a 2007 BMW 530i, and eventually bought a secondary vehicle, a 2001 BMW 325i. It was at this point I joined the BMW Car Club of America and swore I would forever

be a BMW man. (Or at least until I could afford an even better driver-centered, German-engineered machine—a Porsche!) Going on club drives through the mountains of San Diego County brought back memories of the time I had taken that old 1986 Porsche 944 out for a joy ride. It's not that I wasn't in love with BMW, it's that it had only opened my eyes to what driving should be like. Truth be told, I am still in love with BMW today, and I love driving my wife's 328i. Just not as much as I love driving my humble Porsche Cayenne.

I've owned enough cars—some nice, others not so nice—to have experienced the hate of the general public. I've had my SLS keyed to the extreme by a presumably jealous individual while it was parked in a mall parking lot. I've had a burrito thrown in the window of my 530i by a homeless person. And now I get the comments about my Cayenne being “just a V6”. But it's not just a V6, I mean it is, but it's so much more than that. My daily driver comes from a prestigious lineage of fine-tuned automobiles with a reputation for longevity, reliability, power, performance, and all-around excellent design. My V6 can also take yours off the line.

But I've noticed something bigger about my Porsche than just its badge. I have never felt unsafe in my Cayenne, not even for a second. Whether it's raining or dry, slick or uneven, rough terrain or the smoothest asphalt, mountains or at the beach, my vehicle does exactly as it's directed. It goes where I tell it to go. Its systems work collaboratively behind-the-scenes to provide me with one of the best driving experiences I've had to date. Sure, it's no 911, and that's OK. I'm still young and have plenty of time to work towards a dream car. But considering where I've come from and where I am today in regards to car ownership, I sometimes still can't believe it's all mine when I walk out to the garage in the morning. And that special Porsche smell...I won't ever get tired of it. This is it for me. I'm finally home.

If time can tell anything, it will likely tell of my future decision to trade-in or sell my Cayenne. Only this time the story will definitely continue with another Pear, perhaps this time it'll be one for the wife. 



My First Porsche

Article and photos by Jim Kreifeldt

I saw the recent call for articles from our editor Susan Brown with suggested topics of “your first Porsche”...“have you been to a San Diego event, EVER”...and also appropriate in my case, “the Pcar you sold and regret it to this day.” Yes! I have just the car that fits all that criteria!

A good friend introduced me to the German car world, which began for me in 1982 with a California-born 1967 VW Bug that I restored and still have to this day! What I learned from that experience was that I absolutely loved German engineering, and especially so in rebuilding the engine myself. The second thing I learned from the California part of that VW experience was that bolts actually do come out without breaking the head off. Not so in my native Michigan, where 15 year old cars are practically non-existent.

Thinking I could not afford a 911, in 1984 I chose to seek out a 1969 California 912 for a whole host of reasons. The prime reasons were a young family and little garage space. And then, obviously, the German thing and lack of rust etc., but I also knew for sure I could rebuild the engine if need be, being so similar to the bug engine. Lastly, I loved the 911 shape and the '69 was the first long wheelbase design.

After a lengthy search, there it was in the Auto Trader, the ad read: “1969 Porsche 912, white w/black bra, must sell soon, asking \$6000/best offer, has 5 spd, Calif car, AM/FM int. xlnr.” I still have the tattered Auto Trader ad. The seller told me on the phone he had not driven it in awhile, and there was

a small dent in the right rear fender. Going to look at it, sure enough, there it was, glued to the ground with spider webs, so it indeed had not moved in a good while. He told me he had owned it for about 3 ½ years, was the 3rd owner, and it showed 156k miles. The interior was amazing, with only the front leather seats showing wear. Engine was said to have had a rebuild locally a few years back under previous ownership. All original paint and interior, and matching numbers. All original paint except for the passenger door which was a different shade of white but more on that later. It started right up!...well after a jump.

The seller, Tom, proceeded to tell me the car had belonged to his next door neighbor, who took meticulous care of it, and that he had pestered that neighbor for ten years to buy it. It finally happened—his neighbor, who was the second owner, sold him the car, the well taken care of 912 he'd always dreamed of owning. Tom was a chiropractor and had driven it a short distance to work daily. One evening after leaving a civic meeting he came out to find someone had bumped his fender and put a small crease in it. They did not own up to it. I guess he just could not bear to see that perfect dream car of his damaged and he parked it.

There it sat until I came along. I paid \$4,800 for it May 17, 1984. It came with all the records from day one, original manual, tool kit, steel wheels, and working radio. A documented CA car its entire life with, as I said, mostly original paint and interior.



Found the shipping damage described by the original owner



1985 Re-upholstered front seats, Auto International

From Plane Jane to Concourse Winner

A story came with the car about the discolored passenger door, passed down from the original owner to each subsequent owner that the car was damaged in transit on the boat coming over and repaired at the dealer. The damage was said to be slight and right in the middle of the door. Based on the care the car had received and knowing that re-paint quality from 1969 would likely yellow over the years, it seemed believable. Obviously, the fender would need to be repaired. I set to wet sanding the door down to original primer and there, low and behold, was that repair done at the dealer as shown in the picture. The fender dent was removed by a friend of a friend, Neil, who was a “metal man” who taught metal shop besides his repair business, so it was back to perfect with no Bondo what-so-ever for \$215.00! The rest of the paint responded very well and buffed to a beautiful Porsche shine, you just can’t beat original paint!

Since I am a mechanic at heart, I decided to go through the engine completely, which would give me the assurance of a reliable car for years to come, and the opportunity to go through and replace or restore every engine part. New clutch of course, and new rebuild kits in the Solex’s, repainting all the sheet metal and plating the fasteners.

Looking at one of the few records I retained on the car, which is a list of all expenditures, I see I replaced most all the rubber and treated myself to a new windshield. I found Fuchs wheels, but do not recall the size, completely polished, at the Pomona Swap Meet, back in the day when it had a separate area just for Porsche cars and parts. These wheels really made the car pop.

Since the interior was amazingly near perfect except for the front leather seats I took them to Auto’s International, located at their original Solana Beach location. Can you imagine having two seats completely rebuilt and recovered



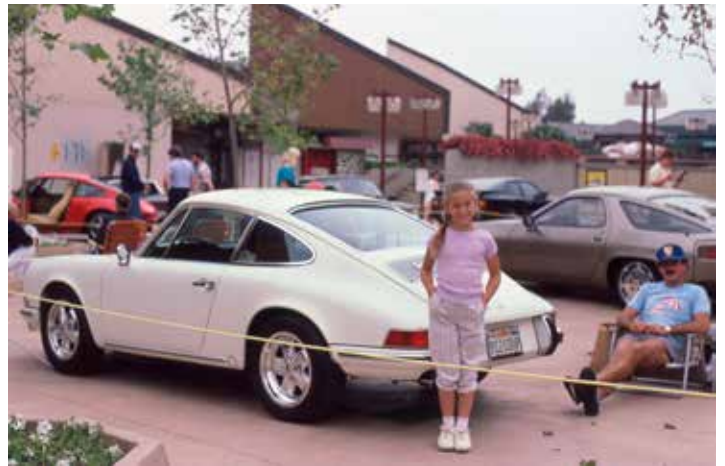
1985 My first Porsche engine rebuild



1985 First Wash and Shine, Alan Johnson Porsche



1991 Mission Bay Concours



1987 UTC Daughter/Helper

in leather for \$750 today? And, by the way, the single largest expenditure on the car.

All this refurbishment was starting to add up to a very nice looking car. That same friend who introduced me to VWs and ultimately Porsches (he had a '65 VW cab and a '64 356C, both in concours condition) suggested I enter my 912 in the Alan Johnson Porsche Concours Wash and Shine in early 1985. Well I won my class and was immediately hooked. That win led to constant improvement through Street Concours Category S-3 entries over the next several years, as I tried to correct all the issues pointed out by the judges. It is of course an impossible task to ever correct everything as the judges always find something, but I did go on to take first place in Zone 8 San Diego Concours in 1985, 1987, 1989, 1991 which are the only years I entered.

Perhaps the best story about my 912 is related to selling the car. A group of us drove our cars up to Dunkel Brothers Show and Swap. I had a "for sale" sign on the dash. We were

taking turns walking around and hanging out by our cars and upon my return about lunch time my buddy said "Jerry Seinfeld came by and looked at your car". I said sure, sure, and they said no he just left and pointed toward the crowd. Well, if he had been there, he was lost now in a sea of people, so again I said sure, sure. Later, sitting and eating my sandwich, I look up to see Jerry Seinfeld on the other side of my car, and he says over the top, "is this yours?" I went around of course to greet him, and we talked for a very short time, with him saying he was interested and was going to have "his guy," Sam Cabiglio, come by to check it out for him. Sam came by a few minutes later and spent a good three quarters of an hour going over the car's every nook and cranny, and then said they would let me know. It turned out that even though the car was so nice, they decided against the purchase because of the miles.

I sold this beauty in March of 1999 for top dollar at the time, \$15,900, and have really come to regret it, but you can't keep 'em all! 🦅



Concours, a family affair



1985, when originality was a major thing



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Disaster Averted?

Article and photos by Martin Schacht

The origin of the title will soon become evident, but first a little background. As a result of the pandemic induced quarantine, almost all driving club track events had been cancelled for the past few months, all except for those conducted by Speed District out of Los Angeles. On April 17th, never having run with them, I took a chance and signed up for a single day event at Willow Springs Raceway. If the event was sub-standard, I could always leave. As it turned out, it was very well done. Two (2) days prior to the event, Speed District conducted a ZOOM Virtual Drivers meeting. The standard safety topics were discussed, and in addition, they strongly recommended appropriate social distancing at the event. Failure to do so would result in ejection from the event. The event was very nicely run, populated by courteous drivers who respected the club's "point-by" policy in effect for the Beginners and Intermediate groups. The one major challenge of the event for me, it required a 200-mile drive, each way. To arrive at the track by 7:30 AM, required me leaving home 3 ½ hours earlier, which I did.

I did four sessions and cut it short, knowing that I had to make the trip home. I was confident I could make it, was feeling a bit ragged, but thought I had enough reserve to make the trip back home non-stop. This was not to be the case. The strain and stress of this very long day didn't hit me until about an hour after I had left the track, while headed down the Interstate 5 "Grapevine" Grade. This portion of

the trip is challenging under the best of circumstances, only to be exacerbated when driving tired.

As luck would have it, I made it down the Grapevine with no drama. Just north of Bakersfield, the State of CA has provided the strategically placed, Buttonwillow Rest Stop. I pulled in, parked my truck and trailer, and took a nap. I purposely didn't set an alarm; the nap was going to last until I awoke adequately rested. Well that wasn't in the cards: About 30 minutes into my snooze, engine noise from a big rig parked next to me put an end to the nap. Surprisingly, I did feel quite rested and alert so off I went for the second half of my trip home, and arrived at the ETA predicted by WAZE. So a potentially dangerous precedent was set, it seemed possible and within the limits of my constitution to make a roundtrip to Willow Springs in one day. That was delusional on my part.

Let's do it again: Speed District, announces another one-day event being held May 2nd, at Willow Springs International Raceway. With a flurry of track event cancellations as a result of the pandemic, who knew when our CA driving clubs would be holding another event? Most likely in the Fall, when the hot months had passed and hopefully the COVID-19 threat had waned. What choice did a "Track Junkie" such as me have when a "fix" presented itself? I signed up, and off I went the morning of May 2nd. I had



already proven to myself that I could do a roundtrip to Willow Springs, what could go wrong?

The outbound trip to Willow Springs was uneventful, arriving at the track at 7:45 AM. I did four sessions: My fellow drivers seemed competent and passing signals were given as appropriate. After the lunch break, with four sessions under my belt, I decided it was time to head home, wanting to get home in the daylight hours. Headed home, I did feel a wee bit more weary than the previous one day trip. Perhaps as a result of only getting about 5 hours of sleep the night before, an hour less than my last one day trip to Willow Springs, 2 weeks earlier.

So off we go, taking the quickest route, west on Hwy. 138, to Interstate 5, drive south about 2 hours to the Lost Hills exit to Highway 46, head west for the final one (1) hour leg of the trip.

By the time I was headed down Interstate 5's infamous "Grapevine", I knew I would be needing a nap in order to make it home without going to sleep at the wheel. The "Grapevine" section is very steep, notoriously windy, and traffic is generally moving along well over the speed limit, a driving challenge in the best of circumstances, even more difficult when towing. Pulling over for a rest on this highway is not advisable,

So I set my sights on the State of California provided Buttonwillow Rest Stop, only this time it seemed an eternity before I could make the turn into the beckoning roadside oasis. I parked my rig, and was able to get in about a 30-minute nap, but in retrospect, it wasn't enough.

Post nap, I pulled out on to Interstate 5 north, and was driving along, albeit in retrospect, in a fizzy state of mind. In the background, I kept hearing a thumping noise, but concluded the source was the surface of the highway. Sometime into this reverie, a car pulled alongside in the left-hand fast lane, honking with the Good Samaritan passenger pointing my way, indicating some sort of mishap was imminent. In response, I pulled off to the road's shoulder and stopped and hopped out to do an inspection. The tires on the side of the trailer facing the freeway were fine. So around the back of the trailer I went to inspect the other side. My jaw dropped seeing only the remnants of the trailer tire closest to the end of the trailer, it was completely shredded, its companion tire appeared to be nearly flat. The gods were with me that day as I was very, very close to towing my trailer on naked trailer wheels. Now that would have been a guaranteed calamity, of unknown and potentially dire consequences.

This was a challenge I could address with tools on hand.

Simply elevate the trailer by driving the remaining nearly flat tire up on the tire changing ramp, no jack needed, making it possible to replace the shredded tire with the spare. I could handle this, I had the tools and a fully inflated spare. So first thing, I placed a tire changing ramp in front of the nearly flat tire as seen in the enclosed pic, and pulled the trailer forward. This would serve to elevate the trailer and make it possible to swap out the shredded tire with the spare. Then I'd back the trailer off the ramp, and inflate the nearly flat tire, and off I'd go. So elegantly simple.

So I got started and pulled the trailer up on the tire changing ramp. Next task, open the rear door of the trailer, dismount the spare off the interior wall of the trailer. From past experience, I knew the lug nuts on the trailer are 19mm, so of course the two lug nuts holding the spare down must be 19mm. On went my 19mm socket, and much to my surprise, no fit! Of course it wouldn't. These nuts require a 21mm socket! I didn't have a 21mm socket in my possession. Curses!

At this point my do-it-yourself project was doomed and defeat was patently obvious. So I called the Auto Club; luckily, I have their roadside assistance package that includes my truck and trailer. Their driver, Caesar arrived shortly thereafter, a very pleasant chap, possessing the key to my dilemma, a metric socket set. The spare could be dismounted and fulfill its function in life. Next, off comes the shredded tire to be replaced by the spare.

Now the issue of the other tire with very low pressure up on the tire changing ramp. Why not just inflate it to specifications, 80 lbs./PSI? First step, back the trailer off the tire changing ramp. I had a compressed air cylinder, so I volunteered to pump it up relieving the driver of the hassle of having to drag 50 feet of air hose to my trailer. I was so proud of myself, finally, I was part of the solution now, no longer the problem. I opened the master valve on the air tank, placed the nozzle on the valve stem, air began to flow. It was looking good for about 2 seconds, then somehow the sidewall inflated and the tire blew up in our faces. It sounded like a M80 firecracker going off...fortunately we weren't physically injured. Caesar then placed a jack under the trailer and removed the useless second tire. As a result, the weight of the trailer and cargo would now be spread over three (3) tires. This was a tenuous situation at best.


This left me few options, the simplest was to tow the trailer home on its three (3) remaining tires, a questionable option in my opinion, with the probability for another trailer failure mishap too high for me to accept this approach. As some have said, "Under this pile of horse crap, there has got to be a pony!" Well, there was, metaphorically speaking.

My Auto Club guy told me not to worry. Just down the road, close to the Lost Hills exit, which just happens to be the exit I would be taking under normal circumstances, there is the Gutierrez Tire Store, and in addition, they are open until midnight, seven days a week. He assured me that they would have the correct tires for me. He was so convincing I didn't even call the store, but merely entered the address into WAZE, and off I went, four-way flashers ablaze, driving the shoulder of Interstate 5 at 35 MPH with the weight of the trailer supported on three tires. A mere 23 miles down the road to the Lost Hills exit seemed like 100 miles towing at 35 MPH. This was partly due to big rigs passing me at 60+ MPH, more than a little disconcerting, as was the possibility of any one of the three tires supporting the weight of the trailer collapsing momentarily.

Just as promised, the Gutierrez Tire Store appeared. They had the correct tires for my trailer in stock, and could get me in with no need to wait for service. I decided to buy two (2) tires, one to fill the void in the trailer's wheel well, and the other as a spare, should I have another tire failure over the remaining 60-mile leg home. In less than an hour, I was out of there and on the road, feeling flush with all four tires healthy once again.

The adrenalin produced as of a result of the tire failure incident kept me wide awake for the remainder of the trip. When I got home, my wife made me a mega-margarita and an incredible dinner of fish tacos. To be perfectly candid, I had a second margarita.

Did I learn anything as a result of all this?

- Never venture out on a driving episode of any kind unless sufficiently rested.
- Install Tire Pressure Sensors in trailer wheels with a warning display in the truck cabin.
- Under no circumstances will I ever do a long distance (anything over 2 hours each way) event. Conveniently, Laguna Seca is 2:00 hours, and Buttonwillow is 1:15 down the road,
- Have a 21mm socket on board,
- Put the best tires possible on the trailer; the truck too. I will never be able to trust ex-USA made Westlake brand truck tires, due to the second failure and subsequent explosion. The shredding of the first tire, something like that can happen in an unfortunate circumstance. This lack of trust in Westlake compels me to replace all 5 Westlake tires and substitute Goodyear Endurance Truck tires, Load Range E, 10 ply rating. The Westlake tires...into the recycling bin.
- News Flash: "Jan 30, 2017, Goodyear is proud and excited to introduce the Endurance, the only radial special trailer tire built in the United States." 



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My First Pcar

Article and photos by Travis Francis

Hello,

My name is Travis Francis, and I recently purchased my first pcar after searching for many years. I ended up with a 2002 996 turbo with only 18k miles. Two years prior, I let a 2001 996 turbo with only 13k miles slip through my hands and could never get it off my mind, searching and searching for a pristine, low-mileage version of the poster vehicle I had in my room as a teenager.

I must say that I'm glad I waited, and also glad that I eventually purchased my dream car. In a short time, I have recognized the importance that vehicles can hold in one's life. My father, Alfred Francis, is legally blind, and because of this, we have found it difficult to find things that we can do together to "bond" as father and son. The moment I bought the car I signed up to be a PCA member, and never in a million years would expect the level of passion and camaraderie that the members have for one another. We signed up for our first PCA event, and because of Covid-19 it was cancelled. We decided to show up anyway, and to our surprise, eight other members showed up to still participate in an "off the books" drive. It was exhilarating for both of us, and our fellow members made us feel welcome like we had belonged for a life time! Because of this I will be a devoted Porsche owner for life, and look forward to many more upcoming events to spend quality time with my handicapped father! Thank you Porsche, and thank you PCA!

Sincerely,

Travis Francis
(Very proud 996 turbo owner)



My 1989 Porsche 930S Turbo Slantnose Cabriolet

Article and photos by Howard Groveman

On a sunny summer afternoon in 1995, I was driving along El Camino Real in Encinitas and saw an amazing looking guards red Porsche on the lot of an exotic used car dealer. Being a 944 guy, I really hadn't kept up with the 911 world, but I had to see what this car was, so I pulled over and took a look.

The owner of the lot was far more knowledgeable than I, and schooled me that I was looking at a 1989 930S Slantnose Cabriolet, "the last turbo cab" made by Porsche (which incidentally did remain true for 15 more years). The dealer explained that this 1989 model had the improved 5 speed transmission, and that the 1989 year was the second of just two years of production. He had the original sticker, \$117,000, and told me a story which to this day I have no reason to doubt.

The story goes like this. In 1988 a wealthy haircut store owner in San Diego ordered three 1989 930S cars in different colors from Pioneer Porsche. He made a deal with the service department that the guards red cabriolet was going to enter the shop on arrival and have several performance upgrades done on the virgin engine. This included racing cams and an enhanced turbo boost system to make it even more of a rocket. This was to be his personal car. The other two cars would be driven by family members.

The owner must have really enjoyed this car since it now had 100K miles! The mileage was a bummer but it turned out to be the only reason that I could afford to buy it for 944 type money—\$27K. I test drove it and knew I had to own this piece of Porsche history.


The Slantnose, depending on your perspective, was either a gauche copy of the 1984 Testarossa or an amazing whale-tailed, Fuchs-wheeled, wide-hipped piece of art. I prefer the latter description.

I kept the car for a couple of years and it was really fun. I'm a happily married guy, but I must say that it was the only time during my ownership of Porsches that I was approached by a gorgeous woman in a supermarket parking lot who came up to make small talk. Could it have been me and not the car? Nah.

The car handled really well, and you could definitely enjoy throwing the back around. I had a couple of favorite corners in Poway and once got stopped by a Poway Sheriff Deputy, who just gave me a verbal warning. The turbo boost contraption was its Achilles heel however. It could never stay repaired after no less than 3 kilobuck attempts. This car had big time turbo lag as expected, but in the case of this particular car, you never knew when it was going to decide that Mario Andretti was behind the wheel. I autocrossed it at Jack Murphy stadium only once and was glad I survived. That touchy boost would come on way too late and I embarrassingly spun out a few times. My times were horrendous. The 930S was not an autocross car.

I entered the car in one PCA-SDR concourse without detailing it and it certainly did draw crowds. But it was filthy and only "Placed."

Times have changed so much since these cars were released. Can you imagine asking the Porsche service department to soup up your new 911 engine on delivery in today's world? Fat chance.

The 1988 and 1989 930's are drawing much bigger dollars these days for excellent examples. Perhaps this was my car that got away...but it was an adventure, and sold for a bit more than I paid. The memories will certainly last. 



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Anastasia Berta and Eric Marc-Aurele



Hello, Porsche Family! It's an honor to be considered for a seat on the Board of Directors, and I thank the Nominating Committee for the opportunity. Friends I have yet to meet: I'm Anastasia Berta, PCA member since 2003. I bought my '02 Boxster S in 2002, and my '12 Boxster S in 2012—

I'm definitely a Porsche Girl for life!

Our Club consists of the warmest, most welcoming people imaginable, and it's been so fun and rewarding to make many wonderful friends. We come from all over the country, with diverse backgrounds, viewpoints, and interests, but what unites us is our mutual love of Porsches: there isn't a more beautiful, well-made car on the road. The pleasure of admiring a P-car's great looks is surpassed only by the thrill of driving it!

Currently, I'm on the AutoCross Team, an AutoCross Chief Driving Instructor, and a San Diego and Porsche National "Big Track" Instructor. I regularly enjoy events conducted by our hard-working Social Committee. I served on my condominium's HOA Board for five years.

If elected, I will be an advocate for performance driving, especially getting more female Porsche owners involved. Performance driving is so empowering for women—I've seen many students turn from quivering neophytes into self-assured, skilled drivers—confidence that carries forward into other aspects of their lives. As I drive with other PCA regions, I will share their "best practices," constantly striving to make our Club the very best it can be. I'd also like to use my wine store owner/columnist background to help our Social Committee offer more wine tastings.

The lifeblood of our Club is volunteering! If elected, I will do MY part to ensure that PCA-SDR remains the vibrant, active Club that's become an important part of so many of our lives!

Anastasia Berta



Thank you for considering me for a position on the PCA-SDR Board of Directors. I first became a member in 2003 with my red 944, participating in Time-Speed-Distance rallies and having a blast. When I got my yellow Cayman, 5 years ago, I decided I wanted to get involved in all the club had to offer. I've been on tours, gone autocrossing, eaten in the progressive dinners, driven on racetracks, met up at the Last Tuesday socials, taken fantastic trips, and made so many great friends with all the other members I've met.

This club is run by volunteers, I get the most out of the club when I put effort into it. Over the last five years as a volunteer I have helped organize rallies, been an autocross chair, picked up cones at the Performance Driving School, taken out the trash at concours, and helped scrutineer racecars. I'm always happy to pitch in and help! I was honored that my wife and I were selected as PCA-SDR's 2017 Enthusiasts of the Year. I'm a regular attendee of the board meetings and have watched the previous boards as they brought events to the members, standbys like our social events, tech sessions, and time trials and new ideas like the off-road tours and Porsches and Parks trips. Looking into 2021, as the COVID crisis abates and we are able to resume our normal club activities I am excited to work with the other club volunteers to continue offering you our typical wide slate of activities and fostering the new ideas that can become favorites of the future.

I would be honored if you would entrust your club to me as an incoming Board of Directors member. I will work to welcome all our club members and encourage their participation. I will help the volunteers and chairs organize great events for our members. I will make sound decisions to leave the club in good standing. Thank you for your consideration

Eric Marc-Aurele

Ann Archibald and Ian McIntyre



Hello, San Diego Region! About four months after I got my car, I joined the PCA, and a month after that I took my first Porsche Driving School. What the club provides me is a venue for learning more about my car than I ever would have thought, especially with a great group of people.

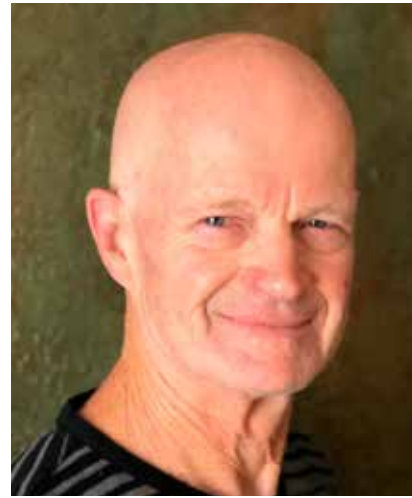
I have enjoyed the back country tours, annual galas, monthly Last Tuesday socials, progressive dinners, PCA-SDR movie nights, cars and coffee (and pastries!), Tech sessions, charity events (Monarch school dinner, Rady Children's Hospital toy drive and delivery), Autocrosses, and recently started the DE on the big track! I've taken two of the annual Porsche and Parks week-long vacations, which are spectacular fun. I've been to two Porsche Parades (Monterey in 2014, and Spokane in 2017), and a Banff four-day in Banff, Alberta, Canada in 2019. I love participating in this club, and with the members.

I have also been your Insurance Chair for the past two years. I've also volunteered by supporting PDS in greeting and registering people, often taking over same at tech sessions, at the last PDS, and at other events such as the Spanish Landing concours.

Now retired, I was a project tech or program lead in the arena of computer and communications security for military contracts. As such, I also joined and then was elected a member of the board for San Diego Information Systems Security Association for five years.

I am committed to the ongoing success of this wonderful club. I have learned that when you enjoy a group so much, you get much more out of contributing to the group. I'm honored to have been nominated to join the San Diego Region Board of Directors, and hope to serve you and this board. I promise to support PCA-SDR as the best region in the US!

Ann Archibald



Greeting, fellow Porsche Club members! I am honored to have been asked to submit my nomination for a position on the San Diego Region's Board of Directors. It is my privilege to have been a member of the Porsche Club of America since 1995, when I joined the Arizona Border Region in Tucson. I spent four years in the Club there, including serving one year as Secretary on their Board, before moving to San Diego.

I have participated and spectated in many of the SDR activities and events over the years, especially those involving driving, such as Back Roads Tours, HPDE and Time Trials. Autocross competition has been a special passion of mine, and for the past several years I have served as Corner-Working Chair. Other Club events I have volunteered for were the Porsche Parade in San Diego, 2007, and our Performance Driving School.

In addition to PCA-SDR activities, I also graduated through the HPDE classes and racing school to a Competition license in NASA for regular track weekends, racing in the Porsche 944-Spec class.

My wife, Kathy, and I enjoy periodic Club social events, including movie nights, wine-tasting, and street nights. For the past couple of years, I have been regularly attending the monthly board meeting evenings for socializing with fellow Porsche enthusiast members and to keep abreast of Club events, concerns, and plans. Having been a keen observer of proceedings for some time, and for all the benefit that I have derived from membership in San Diego Region of PCA, I feel that I can contribute, as a member of the Board of Directors, my enthusiasm and experience towards furthering the goals and objectives of the Club.

Ian McIntyre

Julie Ngo and Scott Leslie



I am honored to be considered for the Board of Directors of the Porsche Club San Diego Region. I want to share the passion and love that our club has for the advancement of the car club and its members in education, safety and overall knowledge of the industry at large. As a club, we will strive to stay well rounded with the membership needs, wants and activities. My goal would be to listen to my fellow board members on current trends, educational opportunities and climate of the Porsche Club of America. With this information, we would disseminate it to the members at large and create programs, affiliations and events.

I have served as the Tech Session Chair for this club for the past 18 months. I have learned so much about the cars, the club and the industry. It was a big learning curve that I happily leaned into with the help of some very supportive board members. We had thoughts to expand the programs but as I learned and listened I made many modifications to my original plans. But that was what I wanted; to try, listen, learn and modify. It was part of my growth as your Tech Session Chair.

As for some personal details, I have been in the insurance industry for 20 years. I own a State Farm Agency in Temecula, Ca. I also own a second business called Coworking Connection Temecula. It is a shared community workspace. I am active in my community and serve on one non-profit board and two business boards. My son, Collin is 18 years old and headed to Penn State this Fall. We have a fur baby named Kibbles and he is ready to be the only at home child when his big brother leaves for school. My life partner, Jerry is retired and is the one who introduced me to this amazing club. He's my biggest supporter and #1 fan. You will see him happily serving by my side at many events. I look forward to serving if I am selected.

Julie Ngo



Hello San Diego Region. Thanks for considering me for the 2021 board of directors. I'd also like to thank the nominating committee for their confidence and inviting me to be a candidate.

I am a long time Porsche owner, having owned a 1979 911 SC Targa which was my daily driver when we lived in south Florida and Maine (until it snows). I joined the club in 2014, shortly after moving to San Diego from Maine, with my wife, Barb. Buying a Carrera 4 Cab, so I could take advantage of the San Diego sunshine, I discovered the fun of driving it and the hospitality of our members running autocross. I volunteered as a driving instructor and as an autocross chair, helping fellow Porsche owners enjoy pushing their cars to the limit. I then added a 944 which I was able to share with my son at the autocross events, and also ran DE and our Time Trial series. A 928S has now replaced the 944 as my track car.

Having a wide variety of events has been a key differentiator for our club. With PCA-SDR you can drive, show, tour, do a tech session, or just socialize. I believe that our slogan "it's the people" is key to making these events and our organization a success. Volunteers are the enabler to making all these events happen. The friendly, helpful attitude of all of our members is also key to our continued growth.

As a board member, I will work to ensure we keep the momentum you have all started, and develop innovative ways to keep all of our events going in spite of the recent covid-19 pandemic. Thanks for your consideration.

Scott Leslie

Proposed changes to the bylaws for the September 2020 Ballot

Tom Brown

Blue is additions

Orange is deletions

Our region bylaws were originally written over 50 years ago, and even with the numerous modifications applied over the years have never really acknowledged the coming of the internet and certainly did not anticipate the great pandemic of 2020. With further entrenchment of the internet in everybody's lives virtually guaranteed, with its ubiquitous ease, convenience and speed, it seems only appropriate that the club evolve to take advantage of this "new" technology. Of course, the reality of the pandemic also illuminated the need to make a few changes as well. With this in mind, as region policy chair, I reviewed the bylaws, looking for areas where pragmatic improvements could be made to keep the club up with the times. Regardless of these current motivations, it is always worthwhile to review the bylaws periodically to ensure they fit with current club culture and practice.

As a result of this review, I propose the following recommendations for change. They have been reviewed by the board of directors, who then authorized their inclusion in this year's election so that they may be formally adopted by the membership. Please participate in this election as we are selecting new board members in addition to ratifying these changes to the bylaws. Thank you for your being a part of SDR!

Article VIII

Changes to Article VIII

Due to COVID-19, in person meetings are very risky, or at least highly inadvisable. Therefore, the major change in this article is to take advantage of the tools the internet brings and allow video conferencing as an option for regular and special meetings of the board.

In addition to that change, Article VIII is reorganized a little for clarity as well as evolving it to take into consideration current practices. The website will now be an allowed means of advertising board meetings, the newsletter requirement is modified to reflect that newsletters are no longer published monthly, decisions between meetings no longer have to be printed and signed by all board members, and neither do the meeting minutes need to be signed by the secretary, as all are communicated and stored electronically now.

~~At a Regular or Special Meeting any measure before the Board may be passed by a majority of Directors present unless otherwise required by these bylaws. Voting by proxy is NOT permitted. In the event of a tie vote of the Directors, the Advisor may cast the deciding vote.~~

~~Between meetings or when a quorum is unable to attend a meeting in person or by video conference, the Board may approve measures by telephone or other means, provided that all current Directors unanimously approve them.~~

~~8.3 Quorum – No Club business may be conducted at any Board meeting unless a quorum is present. A quorum shall consist of a simple majority of the Directors.~~

~~8.4 Decisions While Meeting – Any measure before the Board may be passed by a majority of those present and voting unless otherwise required by these bylaws. In the event of a tie vote of the Directors, the Advisor may cast the deciding vote.~~

~~8.5 Proxies and Conferencing – Voting by proxy is not permitted. However, Directors may attend by electronic conference, provided that all may hear the comments of all others.~~

~~8.6 Member Participation – Any member who has business to bring before a regular meeting of the Board may address the meeting, provided that prior notice is given to the President concerning the nature of the business to be presented.~~

~~8.7 Conflict of Interest – No Director shall engage in any transaction that could create a conflict of interest with the Club without specific approval of the Board. Directors shall disclose to the Board any potential conflict between their personal interests and the Club's. No Director shall vote on any matter in which he has a material financial interest.~~

~~8.8 Decisions Without Meeting – When unable to meet, the Board may approve measures by telephone or other means, provided that all Directors unanimously approve the measures and subsequently sign the minutes documenting the decision.~~

~~8.9 Minutes – The minutes of all regular and special meetings shall be recorded, and the full minutes or a summary shall be published in the Club's newsletter. After approval by the Board, the Secretary shall sign a copy of the minutes of each meeting and submit it them to the Archivist. Decisions made between meetings shall be read into the minutes of the next Regular or Special meeting.~~

Article VII

Changes to Article VII

The changes to article seven reflect the ability and desire to vote electronically. This is both easier and more technologically astute, which therefore encourages greater participation in our elections. Last year's had double the participation of the years prior!

The changes to the article enable electronic voting, and, additionally, formally allow what has become common practice, the distribution of ballots by newsletter. Furthermore, provisions are added to aid in the prevention of "stuffing the ballot box." They are common practice already, but seems they should be codified so that we don't drift away from them in the future.

The tradition of tabulating by committee is kept, with the provision of allowing them to perform their duties via video conference. This is useful in times of pandemic, of course, but also in "normal times" considering that there is often a tight time frame in which to count ballots. With our California traffic and the size of the county (which the committee members frequently live on opposite ends of) meeting in person to count ballots in a timely matter has become more and more of a challenge in recent years.

Existing

Article VIII – Meetings of the Board

8.1 Regular Meetings – The Board shall meet regularly once each month. Notice of regular monthly Board meetings will appear each month in the Club newsletter. All members are eligible to attend.

8.2 Special Meetings – The President or a majority of the Board may convene such other meetings as they consider desirable, provided that all Directors are given 48 hours notice of the meeting and its purpose. The Board may conduct any business consistent with the purpose for which the meeting was called. Any action taken at a special meeting shall have the same effect as if taken at a regular meeting.

8.3 Quorum – No Club business may be conducted at any Board meeting unless a quorum is present. A quorum shall consist of a simple majority of the Directors.

8.4 Decisions While Meeting – Any measure before the Board may be passed by a majority of those present and voting unless otherwise required by these bylaws. In the event of a tie vote of the Directors, the Advisor may cast the deciding vote.

8.5 Proxies and Conferencing – Voting by proxy is not permitted. However, Directors may attend by electronic conference, provided that all may hear the comments of all others.

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Proposed

Article VIII – Meetings of the Board

8.1 Regular Meetings – The Board shall meet regularly once each month. Notice of regular monthly Board meetings will appear ~~each month~~ in the Club newsletter ~~and on the website~~. All members are eligible to attend.

8.2 Special Meetings – The President or a majority of the Board may convene such other meetings as they consider desirable, provided that all Directors are given 48 hours notice of the meeting and its purpose. The Board may conduct any business consistent with the purpose for which the meeting was called. Any action taken at a special meeting shall have the same effect as if taken at a regular meeting.

8.3 Means of Attendance – The Board may attend Regular or Special meetings either in person or by video conference (provided that all may hear the comments of all others) or a combination of both.

8.4 Quorums, Proxies, and Decisions – No Club business may be conducted at any Board meeting unless a quorum is present. A quorum shall consist of a simple majority of the current Directors.

Finally, while the club has never had formal codified procedures to ensure the integrity of the vote, there were policies and practices utilized more or less over the years with this goal in mind. They have not been uniformly or consistently applied or enforced, and for pragmatic reasons have recently mostly fallen by the wayside. The reality is that the only thing close to a guarantee that there will be no meddling in the outcome is to have the vote handled by an impartial party; to hire outsiders to do it (like PCA national does). That isn't practical at our small level, so lacking any real way to prevent possible tampering, it seems that the best way to guarantee that the election is fair is to open it up to inspection by the membership. So a couple of changes are made in this light, as you can see.

Existing

Article VII – Elections

7.1 Terms – Directors shall be elected by the members for two-year terms. Terms shall commence at the regular December meeting of the Board.

7.2 Number Elected – Elections held in odd-numbered years shall be for three Directors; elections held in even-numbered years shall be for four Directors. Additional Directors may be selected to fill vacancies.

7.3 Nominating Committee – On or before June 1 of each year, the President shall appoint a Nominating Committee consisting of at least three Full or Family members, at least one of whom shall be a Director. The President, Secretary, and Membership Chair may not serve on the Nominating Committee. The Nominating Committee shall submit a slate of nominees for the Board not later than August 1, together with the nominees' statements of qualifications. It is recommended that there be at least two candidates for each vacancy to be filled. Members of the Nominating Committee may not run for office.

7.4 Self-Nomination – Full and Family members may nominate themselves for the Board by presenting written requests to the Nominating Committee before the Nominating Committee presents its slate. Self-nominated candidates will appear on the ballot along with selections of the Nominating Committee.

7.5 Ballots – Directors shall be chosen by ballot at an election held during the month of September of each year. The Nominating Committee shall prepare and disseminate the ballots. All ballots will note the deadline and the place to return completed ballots. Ballots must be sent to the members at least two weeks before ballot deadlines.

7.6 Voting – Each voting member may vote for as many candidates as there are Directors to be elected. No member may cast more than one vote for any candidate. Only ballots received at the specified destination by the specified deadline will be counted. Ballots cast for more than the allowed number of candidates will not be counted.

7.7 Ballot Tabulation – The President, Secretary, and Membership Chair (the "Tabulating Committee") shall tabulate the ballots. If the President, Secretary, or Membership Chair appears on the ballot, the President shall name an alternate person to replace the candidate on the Tabulating Committee. Replacements may not be members of the Nominating Committee nor appear on the ballot. To ensure the integrity and privacy of the ballot count, no other members shall be present during tabulation.

7.8 Results – The candidates receiving the most votes shall be deemed elected, up to the number of Directors to be elected. In the event of a tie, the result shall be resolved by lot. The President shall announce the names of the elected candidates by September 30, and shall read the names of the elected candidates and the number of ballots cast into the minutes of the October meeting of the Board. Individual vote totals shall not be disclosed to members outside the Tabulating Committee. Ballots shall be retained by the Tabulating Committee until the first regularly scheduled meeting of the new Board.

7.9 Incoming Board – The incoming Board may meet informally at any time following its election and prior to commencement of its term to discuss Club business, including the selection of Officers and committee chairpersons, financial affairs, event scheduling, and all other matters deemed necessary by the Board for implementation upon assumption of office. However, until their term commences, the incoming Board shall not be authorized to spend or commit Club funds without approval of the outgoing Board.

7.10 Transition of Power – The outgoing board will convene the December Board meeting and conduct business necessary to conclude its term. The outgoing Board shall then transfer authority to the incoming Board and adjourn their meeting. The incoming Board shall call their first official meeting to order, formally designate Officers and the Advisor for the coming year, and conduct whatever other business it deems appropriate, including appointments of committees and chairs.

Proposed

Article VII – Elections

7.1 Terms – Directors shall be elected by the members for two-year terms. Terms shall commence at the regular December meeting of the Board.

7.2 Number Elected – Elections held in odd-numbered years shall be for three Directors; elections held in even-numbered years shall be for four Directors. Additional Directors may be selected to fill vacancies.

7.3 Nominating Committee – On or before June 1 of each year, the President shall appoint a Nominating Committee consisting of at least three Full or Family members, at least one of whom shall be a Director. The President, Secretary, and Membership Chair may not serve on the Nominating Committee. The Nominating Committee shall submit a slate of nominees for the Board not later than August 1, together with the nominees' statements of qualifications. It is recommended that there be at least two candidates for each vacancy to be filled. Members of the Nominating Committee may not run for office.

7.4 Self-Nomination – Full and Family members may nominate themselves for the Board by presenting written requests to the Nominating Committee before the Nominating Committee presents its slate. Self-nominated candidates will appear on the ballot along with selections of the Nominating Committee.

7.5 Ballots – Directors shall be chosen by ballot at an election held during the month of September of each year. The Nominating Committee shall prepare and disseminate the ballots. All ballots will note the deadline and the place to return completed ballots as well as have a place for the members to enter their name and membership number. Ballots must be sent to the members at least two weeks before ballot deadlines. Ballots may be distributed in the club newsletter or electronically. Voting through electronic means or by a combination of electronic and paper means is permissible.

7.6 Voting – Each voting member may vote for as many candidates as there are Directors to be elected. No member may cast more than one vote for any candidate. Only ballots received at the specified destination by the specified deadline will be counted. Ballots cast for more than the allowed number of candidates will not be counted. Ballots that are duplicate, illegible, or lacking a verified member name and membership number shall not be counted.

7.7 Ballot Tabulation – The President, Secretary, and Membership Chair (the "Tabulating Committee") shall collectively tabulate the ballots. If the President, Secretary, or Membership Chair appears on the ballot, or is otherwise unavailable, the President shall name an alternate person to replace the candidate them on the Tabulating Committee. Replacements may not be members of the Nominating Committee nor appear on the ballot. The committee may meet by video conference, provided that all may actively participate. To ensure the integrity and privacy of the ballot count, no other members shall be present during tabulation.

7.8 Results – The candidates receiving the most votes shall be deemed elected, up to the number of Directors to be elected. In the event of a tie, the result shall be resolved by lot. The President shall announce the names of the elected candidates by September 30, and shall read the names of the elected candidates and the total number of ballots cast into the minutes of the October meeting of the Board.

Individual vote totals shall not be disclosed to members outside the Tabulating Committee. Ballots shall be retained by the Tabulating Committee until the first regularly scheduled meeting of the new Board, during which time a member may, upon written request, ask for substantiation of the election results.

7.9 Incoming Board – The incoming Board may meet informally at any time following its election and prior to commencement of its term to discuss Club business, including the selection of Officers and committee chairpersons, financial affairs, event scheduling, and all other matters deemed necessary by the Board for implementation upon assumption of office. However, until their term commences, the incoming Board shall not be authorized to spend or commit Club funds without approval of the outgoing Board.

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Article XI

Changes to Article XI

The intention is to make this section more comprehensive as well as to reorganize a little for clarity; the changes are both minor and self-explanatory. If we were not making other changes, these would not be important enough to do on their own.

Existing

Article XI – Communications

11.1 Mailings – The Club's newsletter, *The Windblown Witness*, and other materials mailed by the Club, including election materials and ballots, where appropriate, shall be mailed to those considered to be Active, Life, Associate or Honorary members by PCA. Family and Affiliate members will receive their materials at the address of their related Active, Life or Associate member. Publication in *The Windblown Witness* shall be deemed due notice except as otherwise required by law.

11.2 Other Communications – Additional communications to the members may be sent by mail or electronic means, as the Board may choose.

11.3 Board Oversight – All Club communications with members shall be in accordance with the Board's guidance and directives.

11.4 Address of Record – All mailed communications will be sent to the Active, Life, Associate or Honorary member's address currently on file with PCA. Members are responsible for ensuring that their address records are current.

11.5 Ballot Information – Whenever any measure is submitted to the members by ballot, the Board shall attempt to find qualified members to prepare position statements supporting and opposing the measure. Candidates for Board seats shall be encouraged to submit statements of their qualifications. Position statements and candidate statements shall be distributed prior to and/or together with ballots.

11.6 Club Sanction – No activities shall be conducted in the Club's name without prior approval by the Board.

10.4 Authorized Obligations – Obligations or indebtedness in the name of the Club, including committee or event expenses, shall be incurred only for the general benefit of the Club, and only with the authorization of the Board.

10.5 Indemnification – The Club will hold any member harmless from any civil liability for any action taken by the member on behalf of the Club with the express or implied permission of the Board, provided that the action meets the standards of conduct set forth in Corporations code section 7237. The Club will further assist and defend said member from any civil action instituted against the member and/or the Club resulting from said member's authorized action, including but not limited to, reimbursing such member for attorneys' fees and court costs.

10.6 Work Product – The Club shall be authorized to use, publish, or distribute any products created by Club members on behalf of the Club or submitted to the Club for publication unless other conditions are approved by the Board. Usage by the Club of submitted material does not preclude continued private or public use of the material by its creator.

10.7 Disposition of Assets – In the event of dissolution of the Club, the assets remaining after the settlement of all Club debts and other obligations shall be distributed equally to all members considered to be Active, Life or Associate members by PCA.

Proposed

Article X – Fiscal Matters

10.1 Fiscal Year – The Club's fiscal year shall be the calendar year.

10.2 Annual Report – Within 120 days after the end of the Club's fiscal year, the Board shall cause an annual report to be prepared, which shall include a balance sheet as of the end of the fiscal year, an income statement for the fiscal year, a statement of changes in financial position for the fiscal year, and either an independent accountant's report or a statement that the reports were prepared without audit from the Club's books and records. The report will also state where the names and addresses of current members are located. The Club shall, notify each member of the member's right to receive a copy of the report, and, on written request by an eligible voter, shall promptly cause the most recent annual report to be sent to the requesting member.

10.3 Compensation – Directors and members of committees will serve without compensation for their services, but may be reimbursed for expenses incurred on behalf of the Club, as may be fixed or determined by the Board.

10.4 Authorized Obligations – Obligations or indebtedness in the name of the Club, including committee or event expenses, shall be incurred only for the general benefit of the Club, and only with the authorization of the Board.

10.5 Indemnification – The Club will hold any member harmless from any civil liability for any action taken by the member on behalf of the Club with the express or implied permission of the Board, provided that the action meets the standards of conduct set forth in Corporations code section 7237. The Club will further assist and defend said member from any civil action instituted against the member and/or the Club resulting from said member's authorized action, including but not limited to, reimbursing such member for attorneys' fees and court costs.

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10.7 Disposition of Assets – In the event of dissolution of the Club, the assets remaining after the settlement of all Club debts and other obligations shall be distributed equally to all members considered to be Active, Life or Associate members by PCA.

Proposed

Article XI – Communications and Activities

11.1 Mailings – The Club's newsletter, *The Windblown Witness*, and other materials mailed by the Club, including election materials and ballots, where appropriate, shall be mailed to those considered to be Active, Life, Associate or Honorary members by PCA. Family and Affiliate members will receive their materials at the address of their related Active, Life or Associate member. Publication in *The Windblown Witness* shall be deemed due notice except as otherwise required by law.

11.2 Other Communications – Additional communications to the members may be sent by mail or electronic means, as the Board may choose.

11.3 Board Oversight – All Club activities and communications with members shall be in accordance with the Board's guidance and directives. No business or activities shall be conducted in the Club's name without prior approval by the Board.

11.4 Address of Record – All mailed communications will be sent to the Active, Life, Associate or Honorary member's address currently on file with PCA. Members are responsible for ensuring that their address records are current.

11.5 Ballot Information – Whenever any measure is submitted to the members by ballot, the Board shall attempt to find qualified members to prepare position statements supporting and opposing the measure. Candidates for Board seats shall be encouraged to submit statements of their qualifications. Position statements and candidate statements shall be distributed prior to and/or together with ballots.

11.6 Club Sanction – No activities shall be conducted in the Club's name without prior approval by the Board.

Article X

Changes to Article X

The intention here is to bring this section into compliance with current practice, a couple of outdated directives are deleted.

Existing

Article X – Fiscal Matters

10.1 Fiscal Year – The Club's fiscal year shall be the calendar year.

10.2 Annual Report – Within 120 days after the end of the Club's fiscal year, the Board shall cause an annual report to be prepared, which shall include a balance sheet as of the end of the fiscal year, an income statement for the fiscal year, a statement of changes in financial position for the fiscal year, and either an independent accountant's report or a statement that the reports were prepared without audit from the Club's books and records. The report will also state where the names and addresses of current members are located. The Club shall notify each member of the member's right to receive a copy of the report, and, on written request by an eligible voter, shall promptly cause the most recent annual report to be sent to the requesting member.

10.3 Compensation – Directors and members of committees will serve without compensation for their services, but may be reimbursed for expenses incurred on behalf of the Club, as may be fixed or determined by the Board.



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1995 Ensenada Grand Prix

Article by Katie Kinner and David Bouzaglou, Photos provided by Katie Kinner

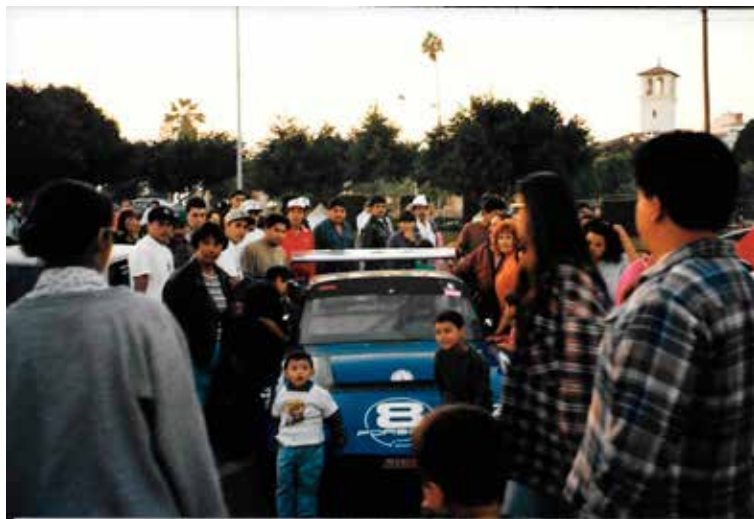
In the fall of 1995, inspired by the La Carrera Classic, an open road race from Ensenada to San Felipe “coast to coast” (Pacific Ocean to Sea of Cortez), Dave Bouzaglou partnered with Octavio Velarde (and his family,) to produce the first Ensenada Grand Prix, a closed street circuit ala Long Beach Grand Prix “Mexican Style”. Back in the ‘90s anything Mexican style was cool, especially margaritas, Tecate beer, baja lobsters, street tacos, and pottery. Our family was all in for this adventure, as were many of our friends from the San Diego Region.

The organization of a street race in Ensenada started with many discussions with city leaders, chief amongst them was Nico Saad- owner of the San Nicolas Hotel and Casino. The hotel became the defacto headquarters, as it was just a stone’s throw from the intended paddock area and the street course that was laid out.

The next step was to figure out what race groups would work for the variety of races. At the time, Dave was the Motorsports chair and Secretary for the Porsche Owners Club (POC). With agreement from the POC board, it was agreed to be a non-points race with POC and PCA Club-licensed racers invited to join the South of the Border adventure. Also included were some of the local Ensenada road racers who had participated in the various La Carrera Classic events, including local driving hero Pancho Egozkue driving a BMW. In later years, GT America (headed by Ron Cortez) from Northern California brought spec roadracing stock cars to the event. Many of the San Diego drivers are listed in the captions of the photos taken, and listed in the results section.

Race preparations south of the border included; Faux-concrete barriers, Armco, and stacks of tires. The barriers came from a local foam shop and were covered in stucco to give them some weight. They served more as movable advertising blocks than actual barriers, but the majority of racers did not know this! Grand stands were assembled on the main boulevard straight, the Federacion Mexicana Automovilismo Deportivo (FMAD-CNP) was called in to sanction and run the races. The city/county government sent street sweeping crews to do their best. Local businesses signed off on it, expecting lots of patronage. This was something new to the area, as everyone was used to the Baja off-road races. This event was run in Ensenada and on city streets.

A great turn out of POC/PCA club racers came across the border with various classes joining in. The paddock was setup on the central area fairgrounds between the Casino and the San Nicolas Hotel. Ensenada police were



enlisted to provide security. Some of the crews did the RV thing in the paddock, while the majority of racers stayed in the hotel. The paddock was the place to hang during the day—many drivers brought families, kids and dogs to the event. The curiosity of the public never ended, they wanted to see the cars and see them up close.

This was really exciting stuff. The town and the locals embraced all the racers, various press interviewed drivers, pictures, autographs, and kids looking for treats. Wow!

The racers were figuring out the course with every session. The surface was a mix of old asphalt, concrete, with dips here and there, as well as the various oil drips on the

curbside parking lanes. Throw in the occasional tire barriers being knocked onto the road and it was certainly an adventure each lap as the course was organically evolving. The longest straight had a tire chicane in the middle that was in a different position every lap. Some of the corners were assigned names like Casino Hairpin, or Disco Corner, because of the colorful all night Discotheque. Then there was an occasional dog and some people that just had to get to/from work crossing during track sessions. Yikes! The Mexican locals were steeped in Baja off-road races, and did not take notice of the barriers. Of course being a street race there were curbs, tall curbs, and palm trees to make the drivers mindful of safety. If the curb did not stop you, the palm tree would. It was amazing to share this



John Rickard, Ryan & Mark Kinninger



Katie Kinninger & Nancy Rybeck, the Black Forest Girls



Mark Kinninger with the Tecate Girls



Presentation for Dave Bouzaglou with Steve Dente



Joel Bowman and Mark Kinnering racing



Porsches staging with Fire truck



Grand Prix ad

experience in Ensenada with the other drivers, as we were all on this grand adventure into Mexico together, making for a tight-knit group and sharing all the fun. A signed statue of a Man/God was presented to Dave at the end of the event for all his hard work, and to the hysterics of all the drivers.

Fortunately there were no injuries and only a few fender benders as the barrier tires did their job. The increased risk tempered the level of aggressiveness on the part of the drivers, which in retrospect was a good thing. Everyone had a great adventure, partied and played a lot, and came home for the better.

Racing Results from the Union Tribune regarding local San Diego drivers:

Richard Ramist upset Spanish road-racing champion Pancho Egozkue on Sunday to win the Local Hero Race at the inaugural Grand Prix of Ensenada before the 15,000 spectators lining the harbor-front street course. Kenny




Steve Dente in pace car

Rumbaugh finished 4th & 5th in the two Local heroes races.

Porsche Cup A Race: Alain Jamar (1st), Steve Dente (2nd), Keith Jeffers (3rd) Phil Magistro (5th) and Mark Kinnering (6th).

Porsche Cup B Race: Randy Beck (1st), Richard Ramist (2nd), and Kenny Rumbaugh (5th).

Time Trials: David LeSage (5th), Joel Bowman (7th), and Mark Kinnering (8th).

David Bouzaglou and Octavio Velarde are still planning trips in Baja with an unsanctioned event this fall, an organized open road drive that spans four days exploring and enjoying both the roads and the culture of Baja Mexico. We hope the current situation improves markedly for this fall event. For more info Contact Dave at targacalifornia@gmail.com 

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My Porsche Metamorphosis, from 911 to 981

Article and photos by Martin Schacht

Back in the good ole days, I was a sales manager for a bio-company. One of my duties was to ride with my salespeople out in the field, in their cars, calling on customers. We paid them mileage for them to use their cars, hadn't evolved to company cars yet. One of the salesmen I worked with, we'll call him Tom, covered N. California out of the Bay Area. When it was his "turn in the barrel," he'd pick me up early in the AM and we'd head out on the road. The car he drove was a 1975 Porsche 911S. I had been a passenger once in a 356, awesome, and once or twice in a 914, but had never been a passenger or driven any sort of Porsche 911 before, and I was impressed.

My sales representative had several flaws, one of which was fortuitous for me. On the bad side, he could not get his reports in on time, forgivable for a topnotch sales person, which he unfortunately was not. If a sales rep was 125% of quota, I'd gladly do their paperwork. His other flaw, and it turned out to be otherwise, he'd get sleepy on our way back to the Bay Area from a distant sales call. He'd ask me to drive. I agreed, he'd sleep and I'd drive, and here is where my romance with the air-cooled, stick shift Porsche cars began. I found myself pretending to own that car...this had to be remedied.

I needed to get one of these Porsche cars, so I commenced my search. Living in the Bay Area at the time, first stop was at Carlsen Porsche in Palo Alto. They had a '71 911 E Targa. This car was fast...apparently my insurance company

agreed—they wouldn't insure it. Then off to Porsche of Burlingame to look at a very sweet, 1973 non-sunroof, 911 T coupe. It was super low miles and very clean....I bought it. I didn't tell my wife about it; I just drove it home. She ran out of the house as I turned in the driveway, and said the most memorable line, "Where'd you get that mid-life crisis machine?"

Kept the '73 for a while, sold it when I was forced to accept a company car. Later on, I bought a 1974 911...got it cheap because it had some rust, not knowing the metastatic properties of rust at the time. What I know now, there's the rust you see, and the rust you don't. You never get rid of it 100%, it most always comes back, sooner or later. My body shop/paint guy said he could remove all the rust, or so we thought at the time. I had the car taken down to bare metal, sprayed in a color more pleasing to me, got some new chromed Fuchs wheels (now that was stupid) from Wheel Enhancement, had the interior done over at Autos International, then in Solana Beach...this whip was now cherry.

A few months after I had the car restored, I stopped by a 7-11 for something or other. On the way out of the store, I just happened to notice a rust spot in the middle of the driver door. It was far enough up so the door would have to be re-skinned or replaced. That put me over the edge and I drove the car to Alan Johnson Porsche in San Diego... (I had relocated to San Diego in 1975). By the way, Alan Johnson moved to Paso Robles, my latest home town. I had



Cayman GTS at Willow Springs

lunch with him and a friend last summer. He is still in his game, in his eighties. Anyway, I perused their used car inventory and one model stood out, a 1980 Weissach Coupe, in Champagne Beige, 7" and 8" wheels, 15" in diameter, complete with a 911 Turbo front chin spoiler and a 911 Turbo tail, full leather interior to include the dash, sport seats, red piping, sunroof and a sport suspension. This car was 1 of 400 Weissach Coupes sold in North America, rare indeed. Kept it for about 5 years, but was compelled to sell it to help pay off a messy divorce, only to go into a half-decade of Porsche abstinence. It was brutal.

In late 1999, new and final wife convinced me to get another Porsche car (it wasn't that hard). She said I was miserable without one (So true). So off to Pioneer Porsche where to my delight, I discovered a nicely kept 1997 993 Carrera, in Grand Prix white, with all the options to include, Option 220, which gave me a LSD and as a bonus, cars with Option 220 came with 4 channel ABS, sweet! I kept this baby for 17 years. It evolved from a street ride, and eventually to a track/street car where we competed in wheel to wheel racing for 10 years, with this chapter coming to an end in 2016. Sold it and used the proceeds to front the greater part of the purchase price of a Carrara White 2004 GT3. Toward the end of this latest Porsche romance with the GT3, a friend asked me to help him find a multi-purpose Porsche car, that would do well as a "grocery getter", and when the opportunity arose, a proficient track car. I accepted the challenge.

I had no idea of what Porsche car this could be, but I knew whom to ask for advice, Adam Gill from Vollig Autowerks. This guy knows Porsche cars as few people you will ever meet in the business do. His recommendation, a Porsche Cayman S, 3rd Generation, 2012 – 2016, aka the 981. The interior, with 8 air bags, is a little larger, accommodating the plus-sized driver such as myself. In addition, the car now has longer wheelbase, wider front track, electric power steering, a snappy interior just dripping with Alcantara, and with two other important features, the 3.4 motor out of the 911 991 car, and could come equipped with a dual-clutch PDK transmission or a six-speed manual with dual mass flywheel. The Cayman S chassis is reported to be one of the most rigid chassis that Porsche has ever offered. The performance of the Cayman S was reported to be phenomenal by the automotive magazines, and numerous glowing YouTube reviews. The list of available options made my mouth water: Dual clutch 7-speed PDK with 3 modes (Sport Chrono Package): standard for around town, Sport when you want to have a little fun, and Sport+ for days at the track (to red line in acceleration in the first 6 speeds), sport suspension 20mm lower than standard, sport exhaust, Porsche Torque Vectoring with mechanical LSD.

But here is the problem, you can look all over the United

States, and chances are you will not find a 2014 to 2016 Cayman S with all of these options. And if you were to get lucky, the car might be in a color you couldn't live with. But bear with me, Grasshopper, there is a silver lining in those clouds, it's the 2015/2016 Cayman GTS. The GTS is a loaded Cayman S with 15 more HP. This car comes standard with sport exhaust system, Sport Chrono package, cruise control, Bi-Xenon headlights, Sport Suspension 20mm lower than a Cayman S. The two other key options you will most likely encounter on the GTS will be Porsche Torque Vectoring with mechanical LSD, which cost \$1,320 when ordered on the car as new, and PDK, a \$3,960 option. Some feel the GTS is a bit of a bargain compared to the Cayman S because of the many options included as standard equipment.

I told my buddy searching for the ideal street/track car, based on Adam's recommendation and my research, to get a 2015/2016 GTS. In addition to the great reviews online, it had some very desirable design features such as mid-engine location and direct fuel injection. And it was only down 10 HP from the 350 HP 2015 991 that he already owned.

Metamorphosis—from 911 with stick to 981 with PDK. Based on all I had learned about the Cayman GTS researching the car for a friend, the proverbial hook was set. I jumped over the metaphorical cliff and made my decision to sell the 2004 GT3 and get a 2015/16 Cayman GTS. This was a big deal for me. My past Porsche cars were always 911 cars, and all stick shifts. Now I was to transition to a mid-engine car with dual clutch PDK? The time had come. I had grown tired of shifting gears in traffic, especially the slow traffic one experiences in San Diego. Driving the 5 or the 805 in rush hours just isn't fun anymore.

I even went so far as to commence my personal GTS search before selling the GT3. I had every confidence that the GT3 would sell, and sell it did, in 3 days. Had it not, I would have been in deep trouble on the home front. What was nagging me in the recesses of my "gear" head was what were the potential downsides?

My number one concern was performance. My 2004 GT3 was quick, and weighed about the same as the GTS, 3,050 lbs., and it had 45 more HP. Would the GTS be a slug compared to the GT3? There was no way I could wring out the performance potential of the GTS in a pre-purchase test drive. I would have to take the word of the magazines, and YouTube reviews, and wait until I owned the car. Once the car was mine, I felt free to put the PDK into Sport+ and floor it. That I did, and good god was it fast. It actually seemed faster than the GT3, perhaps an illusion created by the quick shifting PDK and the raucous sport exhaust.

I am pleased to report the GTS is all, and more, of what it's reputed to be. I get very similar times in my GTS as my GT3 at Laguna Seca, and I have dueled with several GT3 cars at other track events. The GTS is the quicker car. Once I learn the car, I expect it to be significantly faster than the 2004 GT3.

The end result, moving to a 2015 Porsche Cayman GTS provides me a car 11 years newer with more modern electronics, modern lighting, lots more cabin creature comforts such as the sound system with SIRIUS radio, sport exhaust, sport suspension, 20" wheels, mid-engine handling, 7-speed PDK, and Porsche Torque Vectoring with mechanical LSD.

Have I had second thoughts about morphing from my long history owning stick shift rear-engine 911 cars to a mid-engine 981 with PDK? Not yet, nor do I anticipate any. I did address one shortcoming; the stock 981 front calipers were

four-piston. I am a six-piston guy, and had been spoiled by the monster front brakes on my former GT3. As fate would have it, the front calipers from the Porsche 991 S are an exact fit. I ordered up a pair and flushed the brake system with fresh SRF DOT 5 brake fluid, added Pagid Yellow brake pads to all four (4) corners of the car. The car's stopping ability was substantially upgraded, and have experienced no brake fade at the track. For some reason these brakes don't squawk on the street. It may be because I went through the Pagid break-in protocol, to the letter.

So fear not, 911 stick shift junkies, a cure may be found in a 981 Cayman S or a Cayman GTS, both with PDK and a wide assortment of track nannies. And it won't take 12 steps, only one—stepping on the gas with PDK in Launch Mode may be just what the doctor ordered. 🦅

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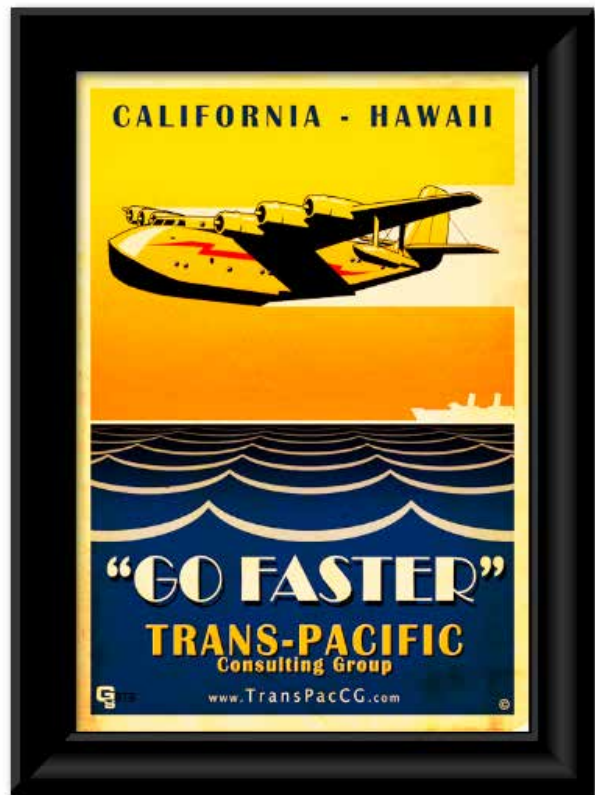
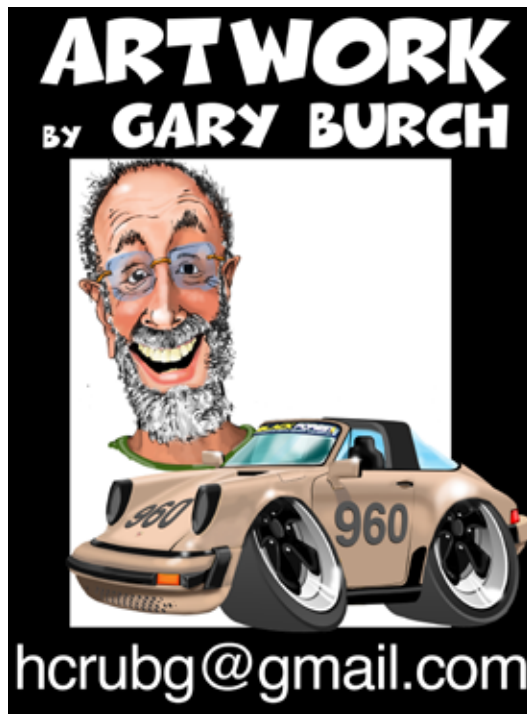


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View from the Back

Article by Steve Eisler

All my life's a circle;
Sunrise and sundown;
Moon rolls through the nighttime;
'Til the daybreak comes around.

All my life's a circle;
But I can't tell you why;
Season's spinning round again;
The years keep rollin' by.

From the song Circle by Harry Chapin.

I joined PCA-Golden Gate Region in 1968, after buying my '68 912 Targa. I did a track day and soon was going on tours, socials, and gymkhanas. In 1971 we sold the Porsche and were no longer members.

In 1976 we bought our second Porsche and started the circle again. We joined PCA-SDR but, unfortunately, did not meet some of the wonderful people we know now, so our involvement was minimal for the next 36 years.

In 2012 the '73 Targa was sold and is now prowling the Alps near Dusseldorf, Germany. Its replacement is a 2011 Boxster Spyder which we found near Chicago and drove back to San Diego. With our new and rather special car we decided to give the club another try. At our first few events we met some wonderful people, among them were Dan Carusillo, Bill Behun, Angela Avitt, Victoria Varon and Adam Gill. Soon we were doing tours, Mystery Weekends, Autocrosses, Last Tuesday Socials, and other events. In 2018 the club celebrated its 60th anniversary with a contest to see who could attend the most events during the year. Kathy and I each attended over 40 events, and in 2019 I drove in all of the Autocrosses and received the Enthusiast of the Year Award.

2020 was going to be even better. We had two Autocrosses and two good Time Trial events and then everything stopped. We had been 19'd. Shut down by the Corona virus. The March Autocross was cancelled. The Sunday Cars and SDR meetings were shut down. Time Trials, PDS, Last Tuesday Socials, Tours—cancelled, cancelled, cancelled, cancelled. My current View from the Back was taken from my driveway. The Circle had been completed again.

By the time the May issue of the Witness was delivered I was fed up with the whole shelter in place routine. I watched some of the online board meetings as event after event was postponed or cancelled. I realize that the disappointment of missing a few driving and social events does not compare to the devastation of losing your life, your job, closing your business, or entire industries being decimated,

but this is a PCA publication and the COVID-19 shutdown is affecting many of us. I needed a track day!

I received an email from Speed District, one of several independent companies that rent local tracks and host Track Days or High-Performance Driver Education (HPDE) events. They were reopening at Buttonwillow on May 23 and 24. Limited number of cars, online drivers meeting, no passengers in your car, social distancing and cafeteria pick-up only. Bryan Fraser, Kevin Sechrest, and I signed up. Justin Salzman was also on the entry list, but due to social distancing, we did not see him the whole weekend. The event went smoothly. Everyone spread out in the large pit area. Masks were worn when you picked up your credentials, talked with the organizers, or ordered food. People maintained six-foot spacing, and the tire shop was opened to replace a bent valve stem for me. By the second day, the starter recognized the three of us and sent us out together so we could play 'follow the leader,' which led to some very good lap times. Track activities were largely unaffected by the virus, but things in town were very different.

The hotel had barriers preventing you from getting too close to the check-in clerk. Breakfast room, exercise room, pool and computer center were closed. They did allow us to bring our dinners to the lobby and eat there. Katrina's Mexican restaurant had just reopened using only half of their tables, and our favorite pizza restaurant was open for take-out. I tried to wear gloves when pumping gas and used an alcohol spray before getting back into the car.

As we debriefed at lunch and dinner, all three of us remarked about the skills of the drivers in our group. I had a Mazda driver spin out in front of me on turn 2 of the first green flag lap of the day! We had people ignoring us when we were trying to pass, pointing us by when passing was not safe, and drivers of high-powered cars not lifting after pointing us by. Watching these other drivers really emphasized how fortunate PCA-SDR drivers are to have such an experienced and knowledgeable cadre of instructors to teach us car control and driving etiquette. Even if you will never race your Porsche, have no desire to Time Trial or compete in the AX series, you need to take advantage of PDS, DE, and AX instruction available through club membership. With each new model, Porsche adds more car control safety features, but there is no substitute for learning how your car will react in an emergency situation. I have seen a shovel fall from a truck into the lane in front of me. Kathy was driving when the spare tire from an SUV fell onto the freeway in front of her. Learning what to do, how it will feel and how to recover is essential to keeping you, your family, and your car safe, and this instruction is

available with your club membership at a very reasonable cost. If you haven't tried one of these events, or it has been several years since your last training, get signed up for an event as soon as they become available.

In December, Kevin Sechrest and I spent a weekend with the FastSideways program at the Cable airport in Upland. FastSideways is owned by Nic Romano, a professional race car driver, who teaches car control on a skid pad and on the track. It is not a drifting school, but does teach getting the rear end loose, catching the slide and returning to the original path without spinning the car. To facilitate car rotation they recommend regular track tires on the front and cheap, all-weather, high tread wear rating Chinese tires on the rear. After a day and a half of FastSideways there was very little tread on any of the tires, and the speedometer showed 65 miles of driving! We learned a ton and were scheduled for a follow-up in February, but it was cancelled. We also scheduled a full track training day for March, which also was cancelled.

On June 5th Kevin, Bryan and I finally connected with Nic and his instructors at the Streets of Willow. There were 4 cars (the fourth participant was a Corvette driver from San Diego who rented a FastSideways Miata for the day), four professional drivers and the whole track and skid pad for the day!

We started with two coned circles at opposite ends of the

skid pad. Diameter was about 20 feet, and there were just two cars sharing each circle. The exercise was similar to our 'pitch and catch' exercise – approach the circle, start your turn, accelerate to start a slide, counter steer to stop the slide and continue around the circle. The second exercise started the same way, but after catching the slide, we tried to continue in a slide around the circle and then transition to a slide in the other direction around a cone set about 50 feet from the circle. Then we moved to the track for some slow 'ducks in a row' laps, and then faster laps still using our 'burner' tires. We were doing a track walk, stopping at each corner to discuss the turn, but had to stop because it was so cold. No one was prepared for cold weather on June 5, so we finished our discussion in the classroom.

We spent most of the afternoon on the track. We used some of the access roads to do three or four turns at a time and then return to the lineup to practice the same turns again. This was a great opportunity to really concentrate on just a section of the track and to make adjustments in speed, braking points and line. Unfortunately, this activity was cut short by a thunder storm. It was fun driving in the rain and letting the car slip, but with the hard tires on the rear, we were going off track too often, so we retired to the skid pad until the storm passed and the track dried. We practiced the sections for a while, and then went to full track lapping for the rest of the day.

Bryan Fraser leading the pack





Kevin Sechrest setting up to pass Steve

That evening we all had dinner at Gino's Ristorante, behind our hotel. Gino's also had recently opened for dine in seating, and the service was quite slow, but we were not in a rush. I felt that it was a bonus to have time to discuss the day, and have someone new to share news, ideas and experiences with. We all agreed that it had been an excellent experience, that we had learned a lot but still needed more 'sideways' time, and that we would try to do it again.

I know that many other club members have found ways to meet their need to drive. Many are using their Sim Racing setups to practice their favorite tracks. I have watched Jad Duncan, Mark Rondeau and Alain Stad iRacing in a POC series, and I know there have been informal canyon carving tours. As I am writing this, Alain Stad has won his class in three races in Utah, and we are preparing to

join Speed Ventures at Buttonwillow July 25 and 26. Mark Rondeau sent a message this morning notifying everyone that the 3 Time Trials scheduled for September, October and November were on the schedule, and sign ups will open in August.

I hope all of you regular readers and first-time readers are in good health and good spirits and have adjusted to these difficult times. I am looking forward to the "Seasons spinning round again" in September and seeing and talking to my friends, even if it has to be done at a distance. Until then, stay safe, enjoy the things we are able to do and make plans to do some performance driving instruction (HPDE) as soon as it is available. 🦅



Kevin Sechrest at Buttonwillow



Going fast sideways in Upland



Pandemic view from the back

Membership

New Members

J. Bevan Annaloro
Rancho Santa Fe, CA
2019 718 Boxster

John Black
San Diego, CA
2006 911 Carrera S Cabriolet

Nestor Cabrera-Munoz
San Diego, CA
2018 718 Cayman S Coupe

Felipe Carrillo & Olga Carrillo
San Diego, CA
2016 Boxster

Chris Chinman
San Diego, CA
1981 911 SC Coupe

Will Coffman
Fallbrook, CA
2007 Cayman S Coupe

Ryan Connor
San Diego, CA
2017 911 Carrera 4

Rebecca Crean
Del Mar, CA
2014 Cayenne

Thomas Crisman
Escondido, CA
2017 911 Carrera S Cabriolet

Darik Denherder
San Diego, CA
1987 944 Coupe

Paul Disch
Del Mar, CA
2006 Cayenne

Stephen Easley
San Diego, CA
2002 911 Turbo Coupe

Andre Enriques
Jamul, CA
2019 911 Carrera 4 GTS

Michael Erbland
San Diego, CA
2009 911 Carrera Coupe

Jorge Figueroa
Encinitas, CA
2020 911 Carrera 4S Coupe

Chris Foster
San Diego, CA
2017 718 Boxster S

Paul Goodman
La Jolla, CA
2017 911 Carrera S Coupe

James Gould
Coronado, CA
1984 911 Carrera Cabriolet

Frank Hartsell III
Jamul, CA
2000 Boxster

Jan Hoeglund
San Diego, CA
2019 911 GT3 RS 911

Tom Howlett
Chula Vista, CA
2019 718 Cayman S

Bill Kuhnert
San Diego, CA
2015 Panamera S E-Hybrid

John Leite
Carlsbad, CA
2013 911 Carrera 4S Coupe

Ed McGuire
Chula Vista, CA
2013 911 Carrera Cabriolet

Eldad Melnik
Solana Beach, CA
1986 911 Carrera Cabriolet

Ian O'Brien
San Diego, CA
2014 Boxster S

Charlie Orozco
Vista, CA
1987 944S

Jonathan Polikoff
Del Mar, CA
2006 Cayman S

Saba Safiari
Wildomar, CA
2018 911 Carrera GTS Cabriolet

Troy Sears
Rancho Santa Fe, CA
2006 Cayenne Turbo S Cayenne

Matthew Segal
San Diego, CA
1983 911 SC Coupe

Allen Shafter
San Diego, CA
2013 911 Carrera 4S Coupe

Kasey Simons & Robert Simons
Imperial Beach, CA
2011 Boxster

Daniel Stonesifer
Chula Vista, CA
2005 911 Carrera S

Lyle Stotelmyre
Oceanside, CA
2019 Cayenne SUV

Charles Tesar
San Diego, CA
2009 Cayenne Turbo S

Marco Tumbiolo & Lisa Tumbiolo
San Diego, CA
2015 Boxster

Adam Wasserman & Nicole Wasserman
Carlsbad, CA
1984 911 Carrera

Anniversaries

Five Years

Jacques Albrecht
Bob Baker
Curt Beyer
Glenn Cormalis
Debashis Das
William Denny
John Downing
Stuart Eisler
David Elovitz
Scott Grove
Douglas Gwilliam
Glen Holder
Brooks Hollan
Al Iniguez
Andreas Kottke
Christian Kuhlen
Annette Matthies
Bill Noon
Don Pratten
Luis Ramos
Ehson Salaami
Gary Snidecor
Bryan Van Noy
Zeke Woolley
Pete Zajda

Ten Years

Anthony Barabas
Nicholas Beye
Ricky Brown Mr
Daniel Demers
Eric D'Esparbes
Dennis Dorman
Terry Knoepp
Thomas Kusen
Michael Melvin
Anthony Nufer
Jas Podgurski
Don Readinger
James Roherty
Daniel Rosenberg
Randall Schreckhise
Peter Shapiro
Zachary Shuman

Fifteen Years

Rich Gildersleeve
Steven Kennison
Gary Manske
Coleman Mosley
Gregg Motsenbocker
Michael Thompson
Carl Vanderschuit

Jim Wood
Yuzen Yang
Catherine Young
Paul Young Jr

Twenty Years

Mark Brecht PHD
Gregg Stavros
Roger Walker
Mark Weatherup
David Wells
Joshua Zigman

Twenty Five Years

Alan Berry
Jack Brauer
Thomas Comeau
William Gotses
Jessie Imanil
Joe Markee
Dave Proctor

Thirty Years

Jim Burke
David Loynd
William Thorp III

Thirty Five Years

Albert Forster
Mary Hill
Thomas La Mayeau

Forty Years

Robert Heinonen
Jacques Le Friant
Stephen Wheeler

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Wayne Bostic

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